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Vol. CLXXXVI No. 2431 WITH WHICH IS INCORPORATED THE GRAPHIC AUGUST 24 1946

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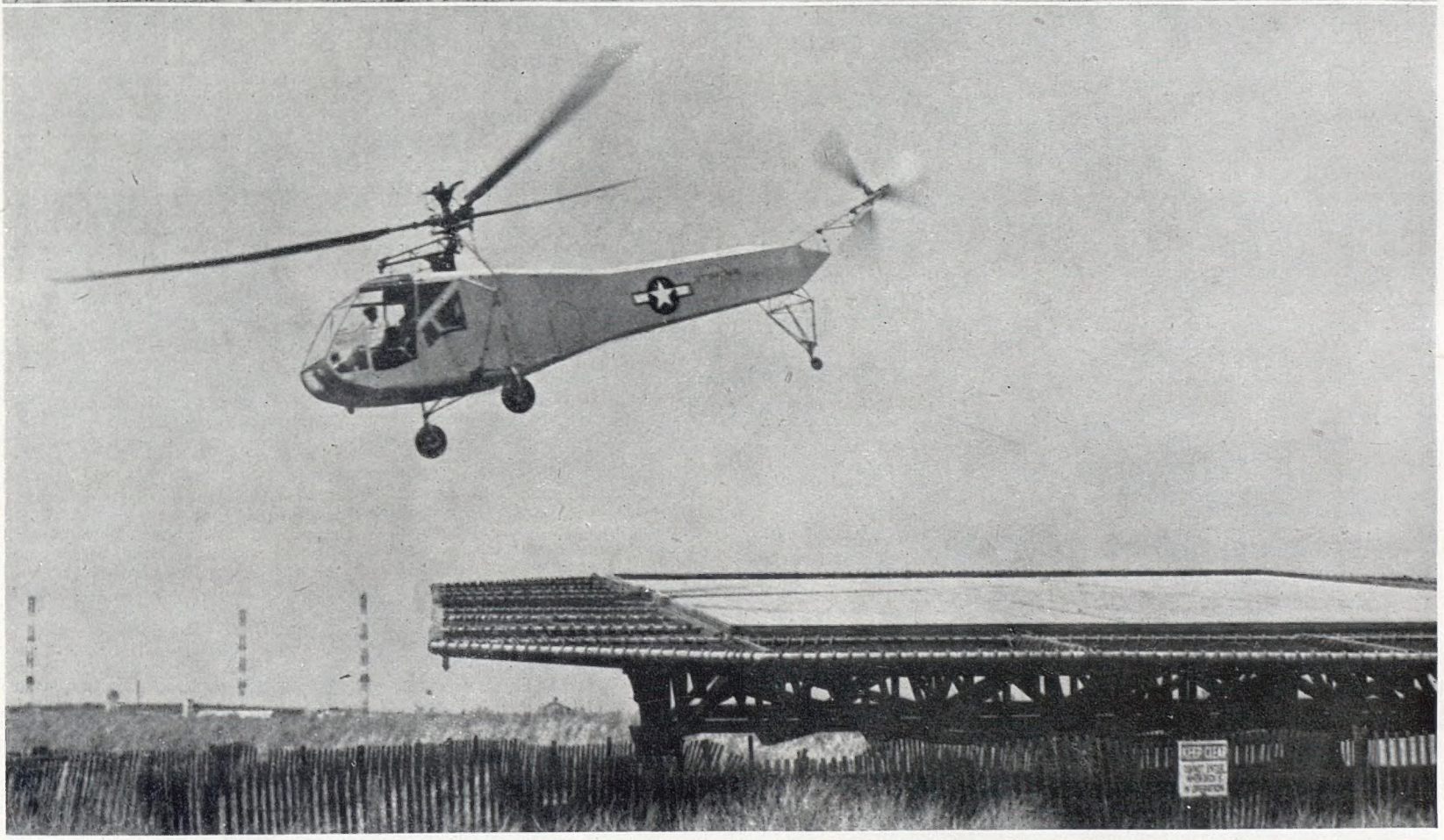

THE HELICOPTER JOINS THE U.S. NAVY—PILOTS OF THE FIRST HELICOPTER SQUADRON PRACTISE TAKING OFF AND LANDING ON A ROLLING "FLIGHT-DECK" ON LAND: The wooden platform rocks to an angle of 15 degs. to simulate conditions which will be encountered when the Squadron takes to the sea

For nearly a year past it has been recognised that the helicopter, with its powers of vertical lift and of hovering in mid-air, is no longer in its first experimental stage and that it has notable commercial and military possibilities. Already the United States Air Force has formed its first Helicopter Squadron, and in these pictures members of the unit are seen using the "flight-deck" which has been installed on dry land so that they may acquire the technique of taking off and landing on flight-decks before actually going to sea. The land-locked "flight-deck" is a wooden platform, 40 ft. by 60 ft., designed to rock at varying angles up to 15 degs. and in varying directions. The future role of the Helicopter Squadron has not been revealed, but it will certainly play a major part in inter-fleet communication

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1

The Twelfth.—What a word of delight and thrilling anticipation was this date in August to a small minority of the nation for about a century of our history. To-day, at least in those parts of the Highlands which were well known to me, it signifies no more than it did to my forebears of the eighteenth century. With this difference: in 1790 the grouse were there but the English were not. In 1946 there are neither the grouse nor the guns. Twenty years ago the great moors of Morayshire and Nairn—Cawdor, Moy and neighbouring moors—attracted wealthy sportsmen with all the elaborate organisations to provide sport, and such moors in a good year in a good day's driving could be assured of 300 to 400 brace; and could look forward to many such days. But, in the last few years, what was at first thought to be an abnormal seasonal decline has come to be considered a major change of nature. You might walk these vast moors in a quarter-mile line of guns and beaters on the Twelfth and not put up fifty birds in a day. It is not worth going out on the Twelfth, and has not been so for some years. Small experiments are being made locally in conjunction with I.C.I. to ascertain the root of the trouble. Lack of keepers, increase of vermin, the sheep tick, the normal diseases of grouse, the variations in heather growth, bad seasons for burning, foul ground—none of these contributory causes appear to account for the present unparalleled blotting out of the Highland landlord's chief source of income.

THE TRIAL OF THE VICHY ADMIRALS—FACING THEIR ACCUSERS IN THE HIGH COURT OF JUSTICE AT THE CHATEAU OF VERSAILLES: Admiral Abrial and Admiral Marquis, each wearing their uniforms and their decorations, seen in the court-room on the first day of the hearing. Abrial was condemned to ten years' imprisonment with hard labour and loss of civil rights for life, and Marquis was condemned to five years' penal servitude with loss of civil rights for life. It was definitely proved that they had both had dealings with the Germans on behalf of the Vichy Government, but in both cases certain extenuating circumstances were found. Admiral Marquis, it may be remembered, was in command of the Port of Toulon in 1942 when the Germans entered unoccupied France, but it was not held against him that the French Fleet was subsequently scuttled at Toulon. In the coming trial of Admiral de Laborde the question will undoubtedly arise again, and an attempt will be made to discover why, having raised steam, he did not order the fleet to sail and thus escape into Allied hands

Procedure.—Mr. Nicolson was certainly right when he warned us that the Paris Conference had not cleared away the trouble and obstructions which invested the question of procedure. If petulantly we regarded those valuable days spent in bickering and bitterness as childish and the final day of "honey and butter" as proof of childishness, we came back to it that while "procedure" is not decision, yet there can be no decision without practicable rules for voicing decisions. You cannot carve up a duck with a blunt instrument, nor plough a field with a pair of scissors. Whether Mr Byrnes was unnecessarily hard on M. Molotov or M. Molotov unnecessarily obstructive, is not to-day so important a question as was the examination of the machinery to make decisions, which *had* emerged at last. And it was difficult to reject the view that that machinery is bound to creak and will often break down. We shall hear it groaning and squeaking for months, perhaps for years, to come. It is quite true that, if you gather delegates round a conference table, compromise is the only method by which advances are made in the agenda But it is equally true that most compromises are but awkward parcels, awkwardly and even ineffectively wrapped up. The compromises are merely a way of putting away for a moment an ugly fact which no one can bear to look at any longer. But soon enough the parcel must be unpacked and put into daily use, and then it will be found how little has been achieved by the compromise. Two-third or simple majority, the decision rests with the Council of Foreign Ministers. If these men are wise, far-seeing, broad, just and resolved on lasting peace, if the Great Powers regard the issues, not as a football match to be won or lost, but as the rescue of civilisation (which must be won), all may yet be well. But we certainly had no grounds for throwing our hats in the air and congratulating all concerned on the cleverness of the compromise or the genius of the formula. For within twenty-four hours M. Molotov, on instructions from the Kremlin, had thrown a spanner into the new machine: and all was to do again. And soon after the spanner was pulled out by the same majority and the machine, squeaking still louder, set to work again. It will need a lot of lubricating oil.

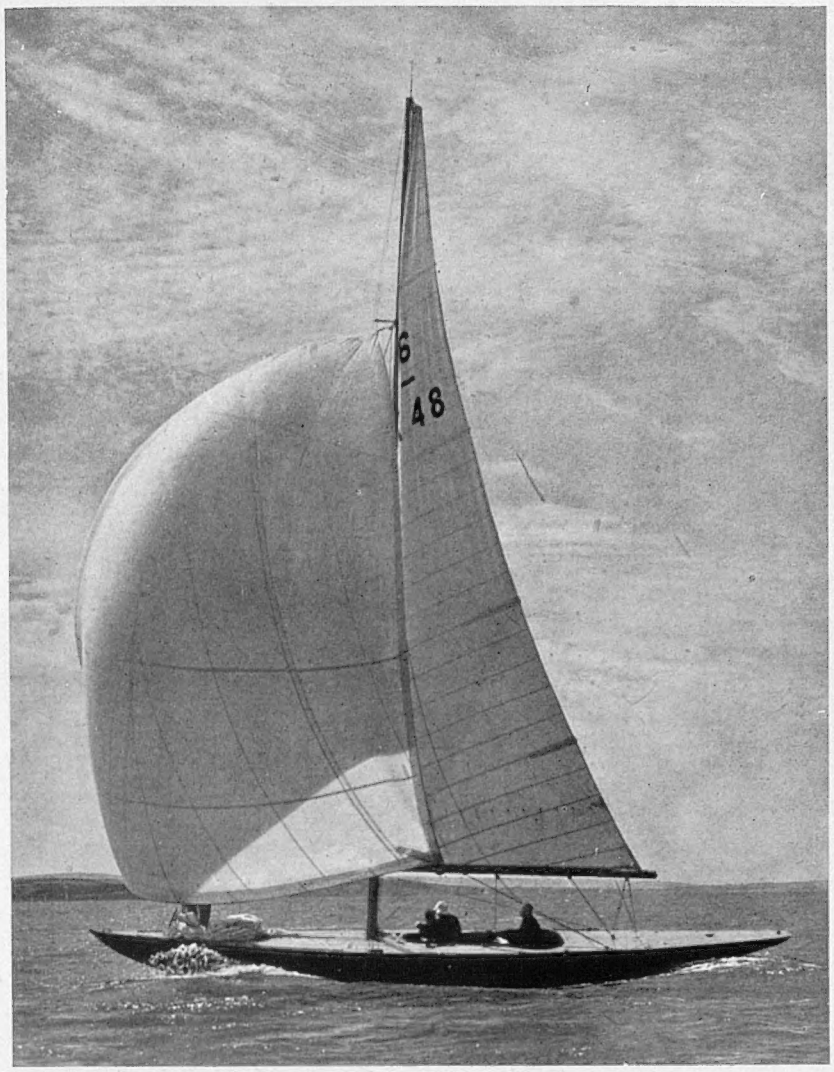
Belittling Britain.—I agree with those bishops and other men of war who trounce the present fashion of belittling Britain. Some of this belittlement is, of course, envious propaganda; some undoubtedly is the mean delight of little Englishmen I still hold that we are a great nation. We compare in that respect favourably with other nations in our domestic efforts to reconstruct life after the wars. But I think we should be well advised—even as we outlaw those craven fears of being great—to examine in what greatness in a nation consists to-day. It may well be that our particular form of greatness has undergone a change. It was wont to have a "junker," a power-politics, tinge about it, when the junker poets sang of it. Britannia used to rule the waves with a vigorous hand. Diplomacy was sometimes achieved by "sending a gunboat." And our far-flung Empire was kept intact by garrisons and a vigorously-flying flag all over the world. A Kipling viewing our Empire to-day might see signs of clipped wings or a twisted tail Other nations compete with us in ruling the waves, somewhat dictatorially. Our garrisons, like those of old Rome, are being withdrawn and, where they remain, they are fighting to maintain a hold over mandated or other trust properties. The Empire as we knew it in 1914 will bear little resemblance to the Empire of 1954, at the present rate of progress or retrogression. But if greatness lies, as I believe it does, in the character of a race, it may be that our greatness does not fail; and that God who made us mighty, will make us mightier yet, a vital, spiritual force for the wealth and health of the nations.

National Sport of China.—The educated Chinaman in my youth was held up as a Sphinx-like philosopher, who silently scorned the more modern culture and ideologies of other nations, having within him the stored wisdom and the art of living bequeathed to him by his once universally admired civilisation. His ancestors were men of culture when other nations were still guided and led by mere barbarians. But during most of my middle age, China has been weakened, racked and despised by her neighbours for her continual absorption in the sport of civil war, and it is not mere pessimism which led two American ambassadors the other day to declare that nothing can induce the Chinese to abandon their national sport. Even now, after the bitterest lessons of the dangers which come to a nation continually weakened, disorganised and made vulnerable by civil war, civil war flourishes. I dare say there still exist in China a few philosophers who silently scorn Western civilisation. If they read the news of Europe, even including the daily progress of the Paris Conference, they might seem to be justified in their opinion. But the proof of the pudding is in the eating. In Europe, progress and reconstruction are going forward despite the bungling and the wrangling of political leaders. But in China things go from bad to worse, despite the political and economic advantages which might accrue to a country where a vast proportion of the nation is still illiterate, and therefore much more capable of being led (than the semi-educated peoples of the West) by a united and determined intelligentsia. It seems that the educated Chinese have lost their right to despise even Western Civilisation.

H. G. Wells.—The recreational value which I derived from Wells as a writer of fiction lay in his sense of humour. It was golden, and it suited me. Few men had a keener sense of the ridiculous or expressed it more pungently His humanity I found less sympathetic. I could never be touched by the struggles and loves of Art Kipps or Polly. Only in his *Mr. Britling* was I touched by his humanity. It is the only one of his novels which I can re read, and it is rather a document than a novel. As for his science and his politics, the first passes me by, the second fogs me (as I sometimes think it fogged him). He laid about him vigorously; but what, first, was he out to prove; and how, secondly, did he propose to remedy the glaring evils of our time? He proposed that a paper game or a game with toy soldiers might take the place of world wars fought by millions of men and machines. His political and social remedies were seldom more rationally marshalled and defined. He had not Cobbett's practical sense nor Trollope's recreational value. But he beat both those ready writers and hard workers in output.

Sir Hartley's Apology.—The Attorney-General's ample apology to Lord Kemsley is worth a tardy note by way of record. For the affair is written for Everyman's learning. Sir Hartley made two points: (1) He had always been opposed to the introduction of "personalities" into political controversy. This is good. It is to be presumed that he spoke for himself, not for all his colleagues. (2) He did not intend to impugn Lord Kemsley's business and professional integrity in the conduct of his newspaper or to allege that Lord K. was conducting a "gutter" Press. Now, with that declared ideal always before him, the Attorney-General did, in fact, on July 19 and 30 speak words which conveyed just that imputation on Lord K.'s integrity, and not only to Lord K, but to innumerable scores of others, who heard the words with (varying) degrees of pain and surprise. The lesson for our learning is this: If a man who has been trained to the *n*th power in the exact choice of words (no lawyer can rise to be A.-G. who is not so trained) can convey so utterly unintentional an impression, what infinite care must you and I (who are not so trained in the choice of words) forever exercise if we are to avoid unjust aspersions on our neighbours or on public men. Gentle Reader, let us take this lesson to our hearts; especially on election platforms!

THE OLD STAGER



"CAPRICE" FORGES AHEAD IN THE SIX-METRE CLASS: A fine action picture at the Southampton Yacht Club's meeting. "Caprice," belonging to Sir Frank Spriggs, is one of the outstanding competitors in this class. Racing against her has been the "Mena," owned by Colonel Newman, V.C., of St. Nazaire fame

SAILING COMES INTO ITS OWN AGAIN: Major Chichester Smith's "Catherine" taking part in the International Six-Metre Class at the Southampton Yacht Club's meeting at Cowes. Although most of the bigger yachts are still absent from the sport, the racing at Cowes was on the whole good, and on one day alone 150 vessels were entered for fifteen races—a figure which compares quite favourably with the pre-war entry and indicates the present popularity of the sport

WHITE WINGS ON SUMMER WATERS

IN THE HANDICAP RACE FOR VESSELS OF OVER 25 TONS: Mr. H. M. Crankshaw's "Firebird," a vessel of 40 tons. She was built a few years before the war by Camper and Nicholson and has enjoyed many successes in home waters and in the Baltic. Mr. Crankshaw has made metal spars for his vessel to replace those destroyed in an air raid

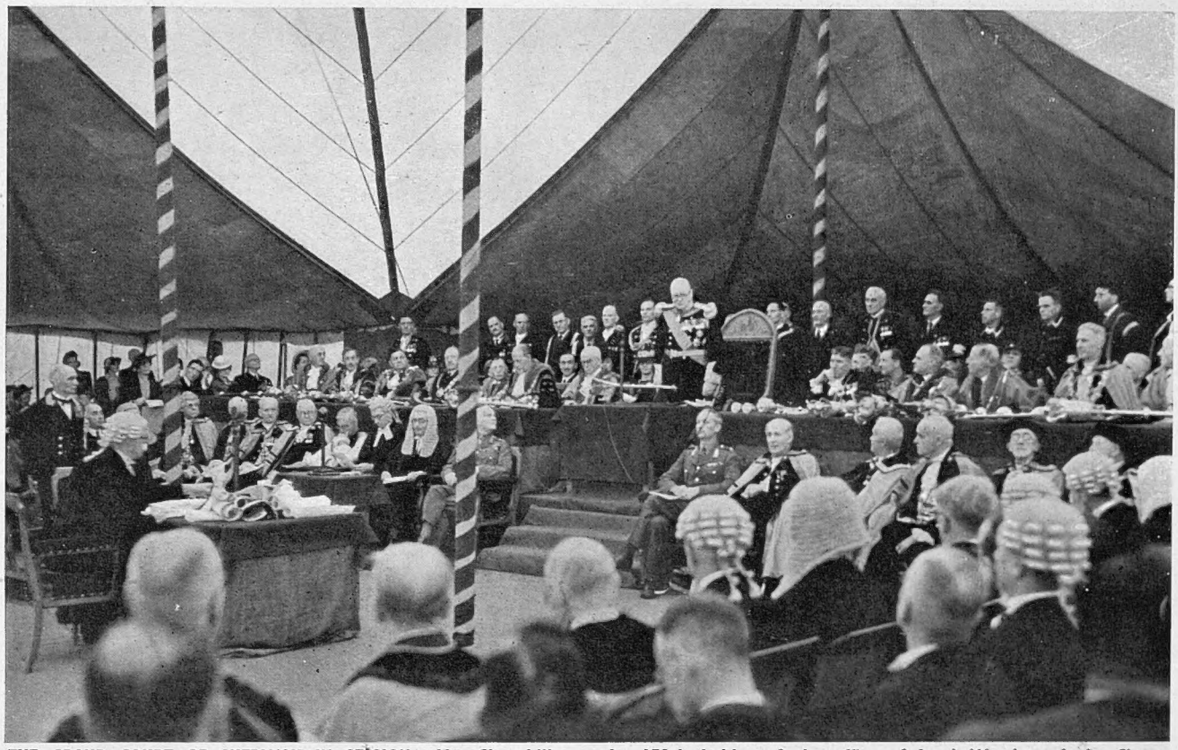
SHE FINISHED ALONE: The "Joyce," of 44 tons, won the prize in convincing style in the "Big Class" at the Royal Southern Yacht Club Regatta at Cowes. "Eostra" was second

THE START OF AN OCEAN YACHT RACE: Competitors leaving Plymouth Harbour en route to Dunlaoghaire (Eire) in the race for the "Big Class," which had to be postponed several times on account of squally weather conditions. As it was, the competitors left Plymouth with the prospect of a difficult crossing ahead of them. Previously they had taken part in the Royal Ocean Racing Club's race from Southsea to Plymouth, the winner in "A" Division being the "Ilex," which is seen in the foreground of this picture following the rest of the fleet to sea. The "Ilex" is owned by the Royal Engineer Yacht Club

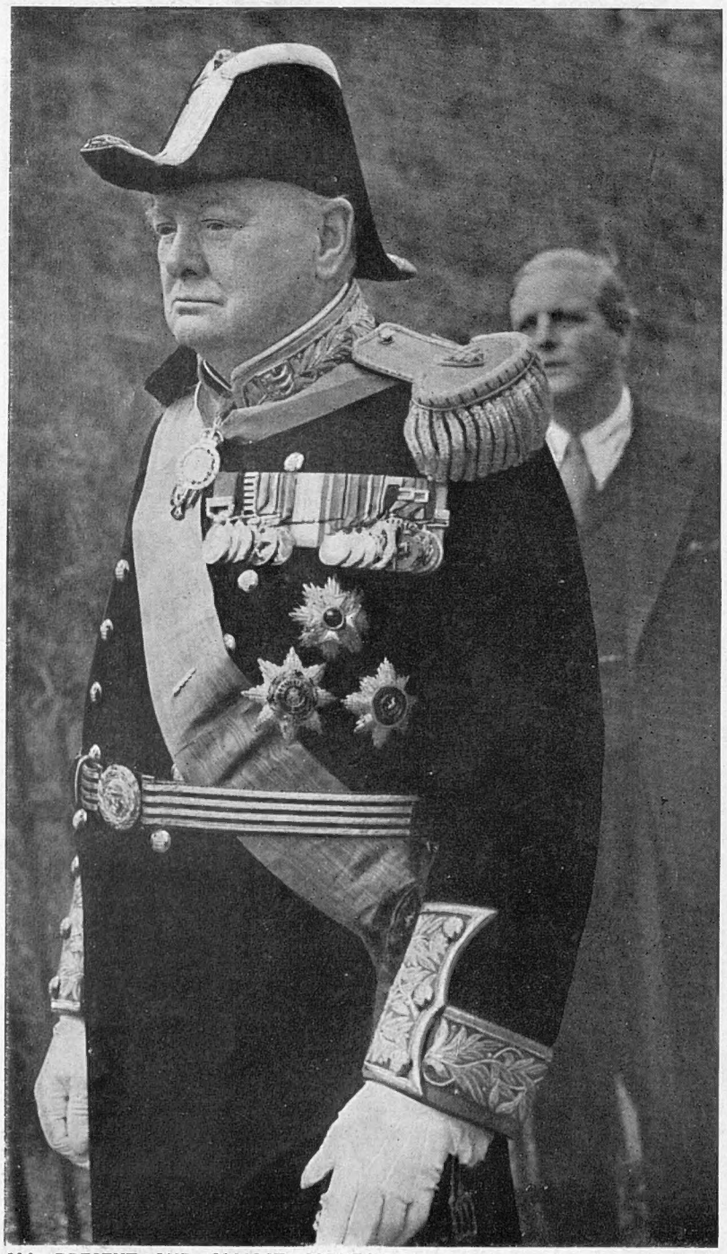
MR. CHURCHILL AS LORD WARDEN OF THE CINQUE PORTS

A Picturesque Installation Ceremony at Dover

Last week Mr. Churchill went to Dover to be formally installed as Lord Warden of the Cinque Ports, an office he has held since September 1941 and one which he told his audience lightheartedly had never conflicted with his other tasks as Minister of Defence and Prime Minister. It was an occasion of brilliant pageantry, with Mr. Churchill, resplendent in a uniform of scarlet and gold, as the central figure. The installation of the Warden took place in the Grand Court of Shepway, a quaint feudal ceremony in the close of Dover College, and in his subsequent address Mr. Churchill recalled the precarious days of 1940-41, when the English Channel was all that stood between Hitler and our enslavement. "To-day," he concluded, "far wider combinations than the defences of the English Channel will be needed in order to save the future peace and happiness of the world"

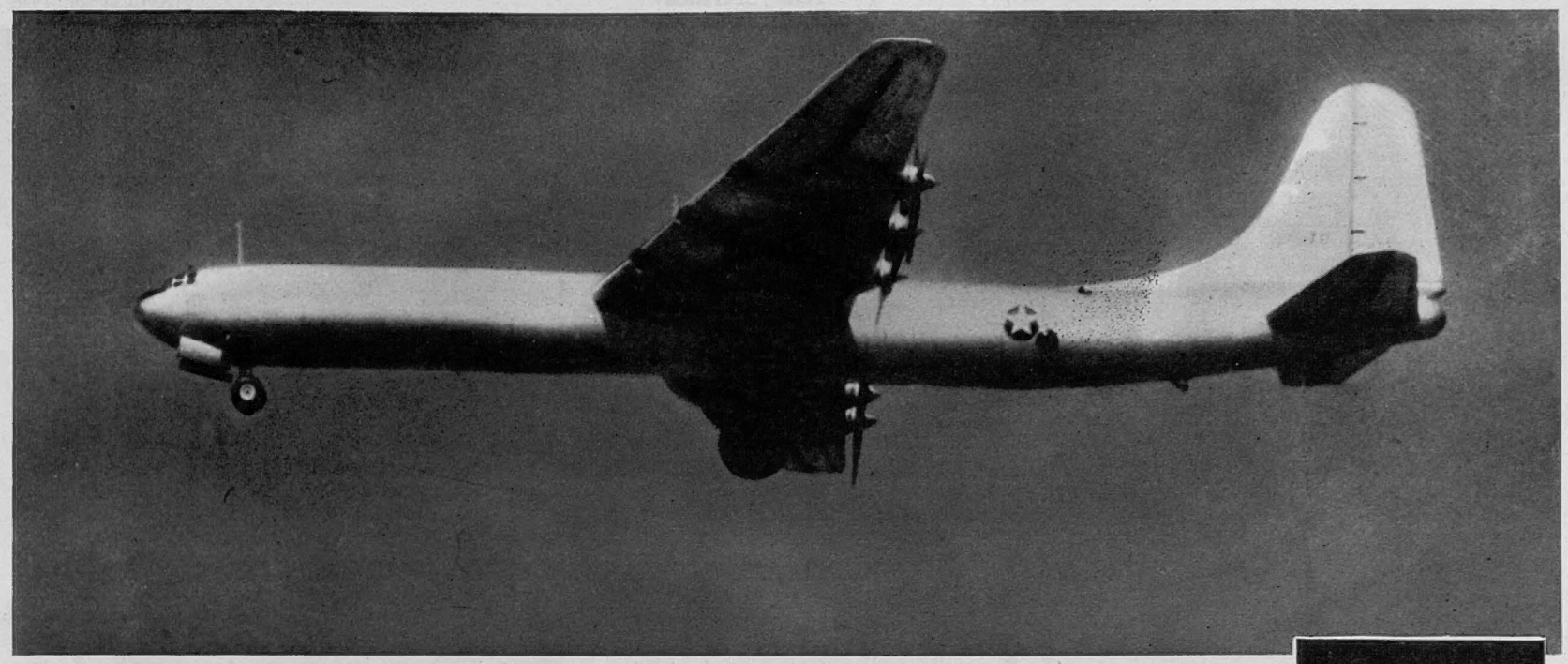


THE GRAND COURT OF SHEPWAY IN SESSION: Mr. Churchill, as the 158th holder of the office of Lord Warden of the Cinque Ports, about to take his seat with the Mayors of the fourteen towns and the Barons of the Cinque Ports at last week's ceremony in the grounds of Dover College. Mr. Churchill was appointed to this office, which has been in existence for nearly 1,000 years, in 1941, but his installation has been delayed until now. In his speech he spoke of the part played by the ports in "Britain's Front Line." He was received by salvos of rhythmic clapping, known as "Kentish Fire"

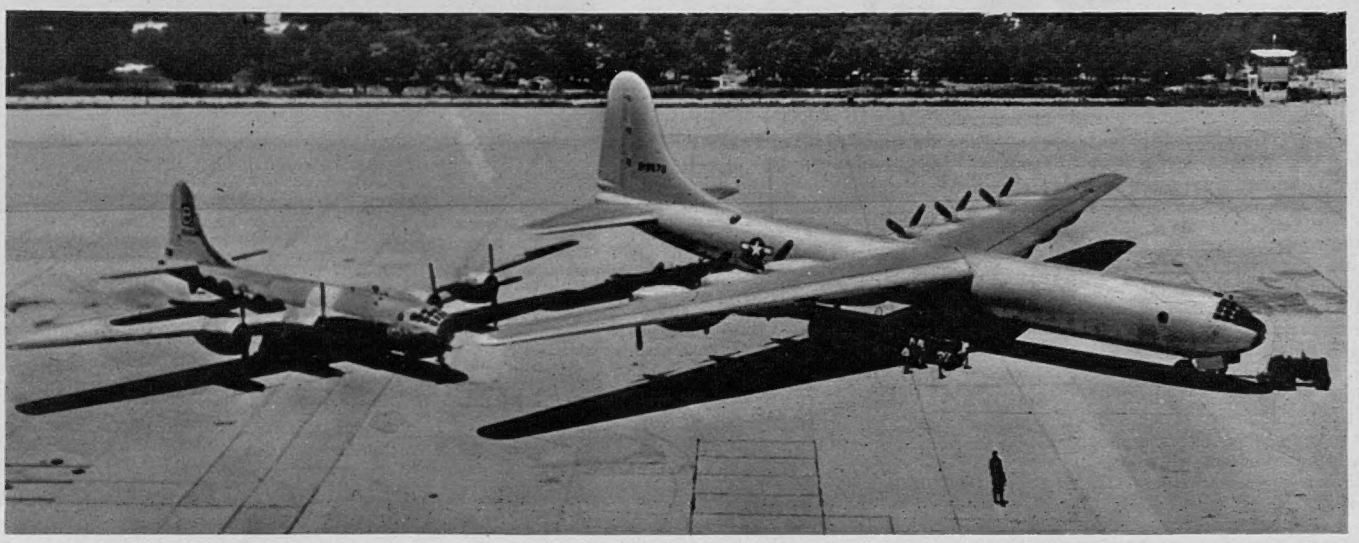


THE LORD WARDEN IN BLITHE GOOD HUMOUR: Mr. Churchill, in his uniform of gold and scarlet and with many decorations, including the sash of the Order of Leopold, seen with Mrs. Churchill in the grounds of Dover College

ALL PRESENT AND ALMOST CORRECT—THE LORD WARDEN ARRIVES AT DOVER CASTLE FOR THE CHURCH SERVICE PRECEDING HIS INSTALLATION: Mr. Churchill *(left)* after leaving his car; and *(right)* inspecting a guard of honour in the precincts of the Castle. It will be seen that Mr. Churchill is without one of his gold epaulettes. It had become detached in the course of his journey, and a hurried search had to be made for the missing article of finery



THE BIGGEST LAND-BASED PLANE IN THE WORLD MAKES ITS FIRST FLIGHT—THE CONSOLIDATED VULTEE XB-36 CRUISING NEAR FORT WORTH, TEXAS : A side-on view of the remarkable new bomber, its wings centrally situated in the fuselage, after it had taken off on a thirty-eight-minute flight. The XB-36, which requires a crew of seventeen to fly her, has a maximum range with bomb-load of 10,000 miles. It is powered by six 3,000-h.p. engines and the civilian version could carry 200 passengers



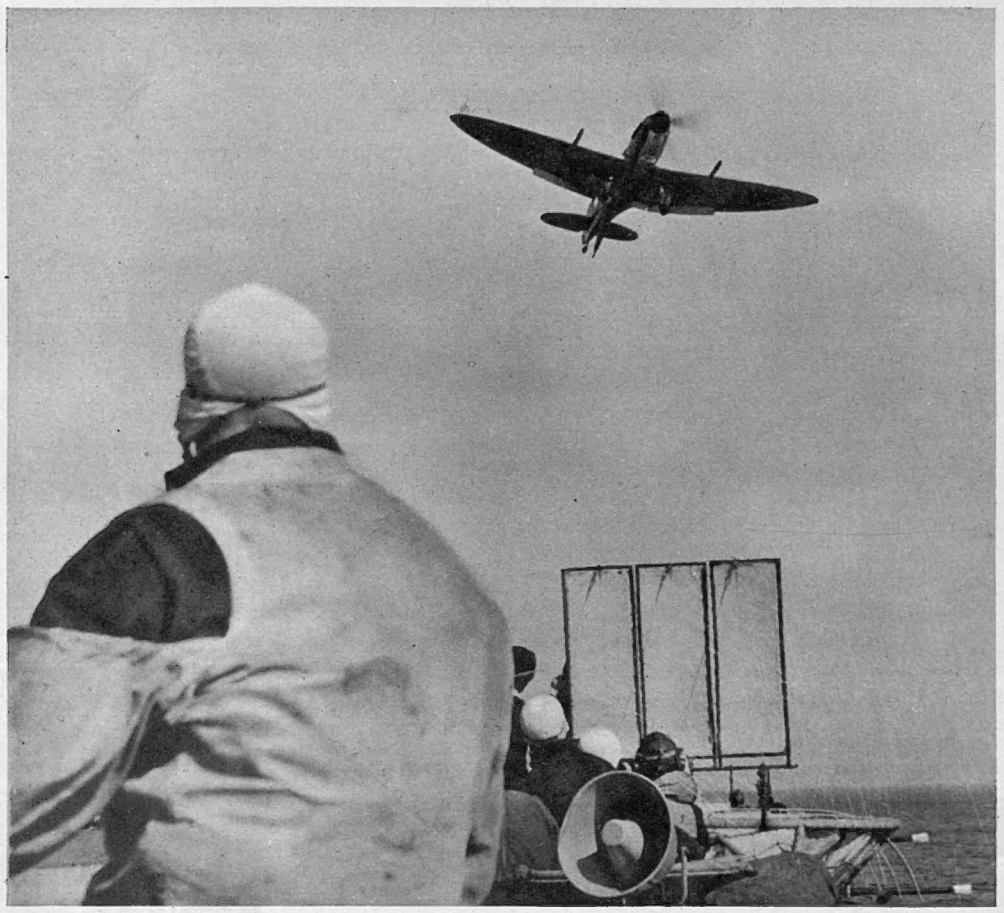
THE GIANT XB-36 COMPARED WITH A VETERAN SUPER-FORTRESS : This picture was taken on the airfield at Fort Worth shortly before the United States Army's new bomber took off on its initial flight of thirty-eight minutes. The wing-span of the XB-36 is 230 ft., compared with the 141 ft. of the Super-Fortress, while its effective range is longer by 6,000 miles. The first flight was watched by a big gathering of high officers of the United States Army Air Force and of Air Material Command

XB-36 TAKES THE AIR

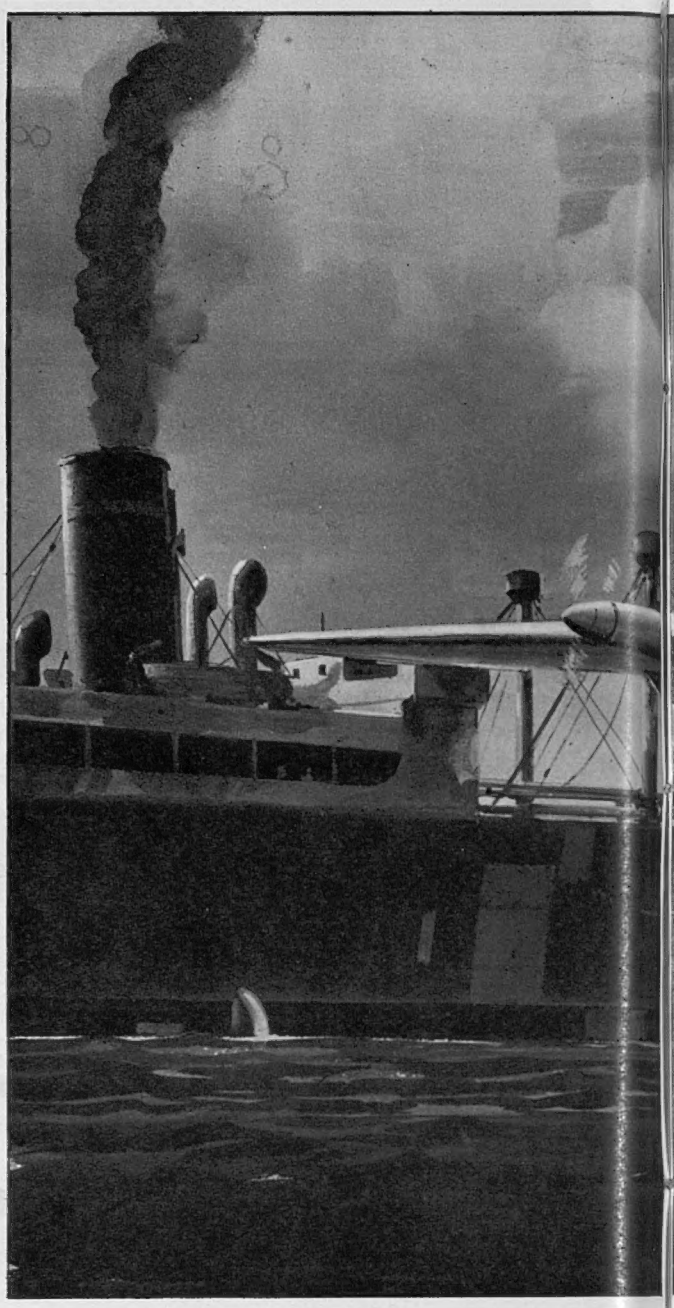
A Giant American Bomber Tested at Fort Worth, Texas

The United States Army Air Force is "building big" these days, clearly with an eye to ever-longer ranges and ever-bigger bomb-loads. In last week's issue of THE SPHERE the Northrop XB-35, a complete "Flying Wing" weighing 104 tons, was shown in flight over Los Angeles, and on this page details are given of the next experimental type, the XB-36, an even bigger bomber which has been produced by Consolidated Vultee and tried out at Fort Worth, Texas. The XB-36 is remarkable for the length of its fuselage and for the fact that the wings are situated centrally

A JUNKERS 52 CRASHES IN EIRE—THE AIR LINER, WITH ONE ENGINE TORN FROM ITS NACELLE, LYING NEAR A CREST OF THE WICKLOW MOUNTAINS AFTER CRASHING IN THE MIDST OF A STORM : On board the machine were twenty-three French Girl Guides who were on their way to Dublin to spend a holiday with Irish Girl Guides. After the crash one of the girls, who was not badly injured, made her way to Enniskerry after wandering in the rain for five hours, and she thus brought help to the remainder of the party, some of whom were trapped in the wreckage and some of whom had taken refuge on the lower slopes of Djouce Mountain. All the girls were injured, some of them having fractured legs, arms or ribs, but none of them was reported to be dangerously injured. The condition of all the girls was aggravated by eleven hours' exposure to wind and rain. Arrangements were made immediately for parents of the injured children to be flown over from France to Eire. Two of the girls come from Paris, and the rest are from Normandy



A SEAFIRE TURNS TO BEGIN A NEW RUN-IN : A picture taken from the flight-deck of the aircraft-carrier "Theseus" during the vessel's recent goodwill mission to Norway. In the foreground is the Deck Landing Officer, who has waved the machine off when not satisfied with the approach

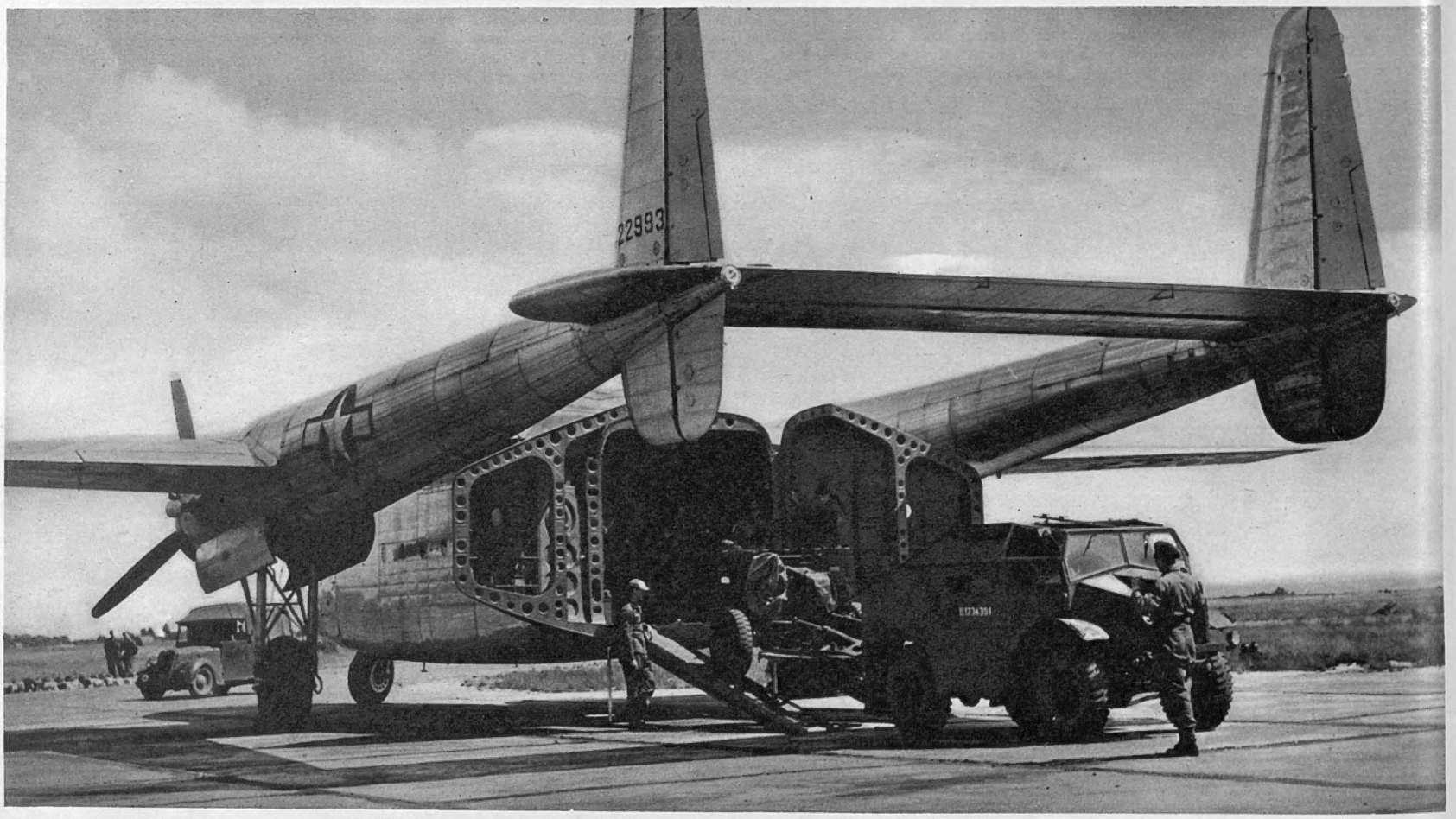


Aviation News

BRITAIN BUILDS 100-TON FLYING-BOATS

The Fairchild is America's Latest Transport—The Cruise of the "Theseus"

During the war the Fleet Air Arm really came into its own, proving itself a striking force of immense power; and, having learnt all the lessons of unpreparedness, the Navy is now maintaining this arm in a state of high efficiency. During the recent goodwill mission of the aircraft-carrier *Theseus* to Norway, the opportunity was taken for exacting exercises in the North Sea, and officers and men under training gained valuable experience in the operation of the Seafire from the deck of *Theseus*. The *Theseus* is a light aircraft-carrier of 17,000 tons displacement, and she was completed by Fairfield's in July 1944, being the fourth member of the Colossus class. The *Colossus*, it will be remembered, was recently loaned to France. Also in this class are *Triumph*, *Venerable* and *Vengeance*



AMERICA'S LATEST TRANSPORT PLANE DEMONSTRATED IN BRITAIN—THE FAIRCHILD C-82 PACKET, A PARATROOP-CARRIER WHICH THE U.S. ARMY HAS NOMINATED AS SUCCESSOR TO THE DOUGLAS DAKOTA AND THE CURTISS WRIGHT COMMANDO : A British 25-pounder gun and vehicle reversing into the fuselage of the Fairchild during a recent demonstration at Beaulieu, Hants. *On right*—Paratroopers standing at their jumping positions on each side of the box-shaped fuselage

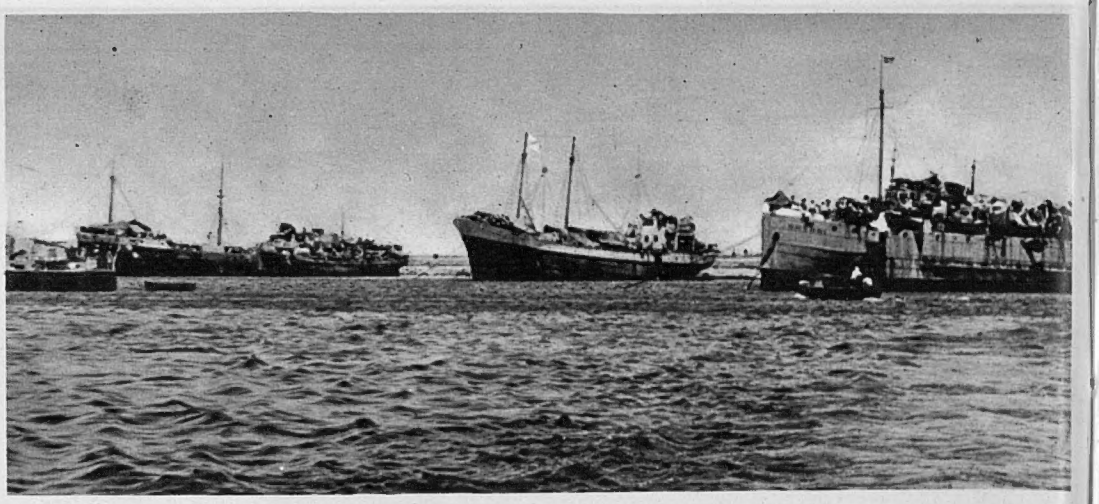
The recent demonstration of the Fairchild C-82 at Beaulieu revealed that in this machine the American Army has adopted a transport and paratroop-carrier of great capacity, and with its ability to convey medium and light artillery to the field of battle, it has marked advantages over all existing transports. The Fairchild has two 2,100-h.p. 18-cylinder radial engines, providing a maximum level speed of 225 m.p.h. with a payload of 9 tons. It was used by the American forces during the closing stages of the war for carrying both paratroopers and heavy equipment, and, in its civilian version, it is now being employed for the transport of mails which are sorted in flight. The Fairchild has an enormous cargo compartment, almost as large as a railway freight van and very similar in proportions. In the military version the double exit for paratroopers has the obvious advantage of speeding-up the descent

BRITAIN TO SPAN THE WORLD WITH FLYING-BOATS—AN ARTIST'S IMPRESSION OF ONE OF THE 100-TON CLIPPERS NOW BEING BUILT AT COWES, ISLE OF WIGHT, LANDING IN THE HARBOUR OF AN EASTERN PORT: Three of these six-engined machines are under construction for British Overseas Airways, and the intention is to fly them above the weather at a height of 35,000 ft. The twelve contra-rotating airscrews will be driven by six gas turbines and by residual thrust from six exhaust jets—*Drawing by Roland Davies*

There is every indication that Britain is taking the lead in flying-boat construction, and at least one of the three 100-ton flying-boats which are now being built at Cowes by Saunders-Roe should be ready for service by 1948. Whether they will be used on the Atlantic or Commonwealth routes is not certain, but on the New York run they should be capable of maintaining a cruising speed of at least 300 m.p.h. throughout the non-stop journey of 3,600 miles. When the Clippers are flying at a height of 35,000 ft., unaffected by prevailing weather conditions below, the atmosphere of 8,000 ft. will be maintained in the great pressurised cabins. The structure to be supercharged is much more capacious than any pressure cabin yet flown. Each Clipper will have a central aisle, with cabins on either side

THE AMERICAN NAVY INTRODUCES AN UNORTHODOX TYPE: The Chance Vought X5U-1, a radically-designed flying wing which is capable of 20 m.p.h. at slow speed and also of speeds in excess of 400 m.p.h. The machine, which is also remarkable for its beetle-like appearance, has port and starboard engines protruding far beyond the wing in slender tubular nacelles. It has two Pratt and Whitney engines, but another version, now on the stocks, will be fitted with gas turbine units, and this, it is expected, will be capable of hovering flight and of speeds in excess of 500 m.p.h. Successful experiments have already been carried out with a low-powered, light-weight flying model

JEWISH LEADERS CONFER IN PARIS : Mr. Ben Gurion with Rabbi Fishman, of Jerusalem, and Rabbi Stephen Wise, of New York, at the recent meeting in Paris of the Executive of the Jewish Agency. Rabbi Wise, by his outspoken comments, has done much to gain sympathy in the United States for Jewish aspirations



THE ARMADA OF THE REFUGEES : Ships laden with illegal immigrants at anchor in Haifa Harbour, Palestine, while the 4,000 refugees on board waited to know whether they would be given permission to land. Eventually some landed and were sent to the Athlit Clearance Camp, but others, amid storms of protest, were sent off to neighbouring Cyprus

MIDDLE EAST: Confusion in Palestine ; and Pictures from the Arab States Surrounding It

THE JEWISH TREK UNDER DOLLAR AND RED STAR

Described by Ferdinand Tuohy

"THE Jewish trek across Europe to Palestine is instigated and carried forward by four principal agencies, each with a different objective in mind.

"Firstly, it is proper to name the practising Zionist with whom it is an article of faith to 'redeem the captive'—in this case the Jew who escaped Hitler—and to head Jews for the National Home in Palestine at a time when others can least interfere. Where but 80,000 Jews existed in Palestine a generation ago, to-day their number approaches 600,000, so that a migration rising in volume would soon put a different complexion on the total non-Jewish population of 1,600,000, including Arabs.

"The second driving force is Communist Russia, without whose active collaboration (not to put it higher) the present trek could never have fructified, since most of the human beings involved in it set out under Russian facilities. It is much more than just winking on the part of Soviet authorities. There is good reason to believe that anti-Jewish incidents are organised in the great Russian sphere so as to put fear into the Jews and condition them into a readiness to depart.

"But the number of Jews who trek, taken beside the vastly greater total that remain, is sufficient evidence that a desire to get rid of the Jews (who mount high in the Soviet hierarchy) is not at the bottom of Russia's behaviour. Russia wishes to make things as difficult as possible for Britain in Asia Minor (later for America, if it steps in), and she sees to it that plenty of young Jewish Communists, militarily trained, are among the trekkers. At the same time, Russia is preparing to back the Arabs and her ultimate aim is a local Arab-Jewish settlement under Communist auspices and protection.

"The third source of propulsion matches the Russian bid for imperialistic expansion in the oil country abutting the Eastern Mediterranean but has its origin in the United States. Fearful lest the oil of America may not gush much longer at its present rate, American oil interests, supported by Service chiefs, would make sure of their hold on the Asia Minor coast with its pipe-lines.

"Unwillingness to receive more Jewish emigrants from Europe is only a secondary cause of the American wishing of them in Palestine.

"Fourthly, private profit and racketeering play a large part in furthering the trek. All along the routes to the Mediterranean coast, and thereafter in ships, are men making a good thing out of moving the Jews on. So-called soldiers of fortune in and out of uniform cluster about the exodus.

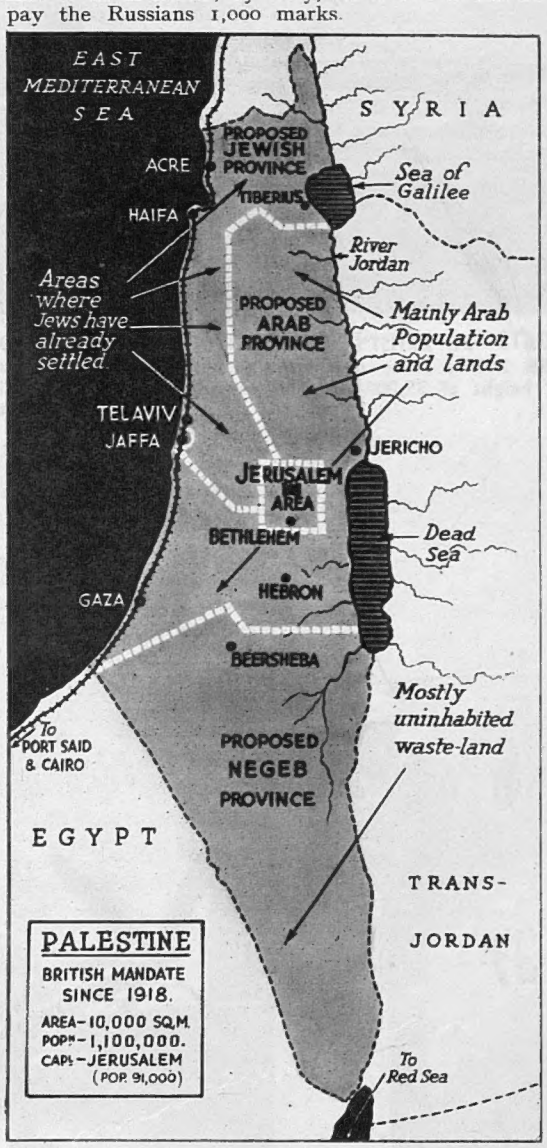
"The general effect is that Jews are being directed considerably from motives of political strategy and private gain to the most dangerous flash-point in the world, which could well receive them in a dozen other places were there the sense, the will and the humanity."

Had General Morgan, European head of U.N.R.R.A., employed some such phraseology last New Year's Day, what an unholy rumpus there would have been ! For vaguely saying that there existed an underground conspiracy to get Jews across Europe, he had to go and eat humble pie in Washington. Yet we are now all too bitterly aware that he would have been fully justified in sketching a broad picture on the foregoing lines.

Salient details of the trek itself are worth going over, if only to reassure ourselves of how we have advanced since the simple days of the Voortrekkers and the Covered Wagon.

Farthest-off reference that I can find is to "the watershed." There are three watersheds—in Eastern Poland, in Germany and in Rumania, and the current stream from all three is estimated at about 10,000 a month. In the watersheds and ready to leave are 200,000, 100,000 and 150,000 respectively. As the watersheds have been functioning all the year and only 10,000 Jews have actually landed illegally in Palestine, it is evident that a large number are stuck *en route* or slowly jogging forward.

Each adult trekker becomes possessed of a selection of forged documents and papers, but this probably happens progressively, according to how the individual is being routed. For example, a typical departure from Poland lands the trekker first of all in Berlin, by lorry, for which he has to pay the Russians 1,000 marks.



BLUE-PRINT FOR FEDERATION—THE MUCH-DEBATED PLAN FOR PALESTINE : A diagrammatic sketch showing how the Anglo-U.S. Cabinet Committee has proposed to split the Holy Land up into provinces, one of which would be essentially Arab, another essentially Jewish, and the third, Negeb Province, British-controlled. Under the scheme, Jerusalem, with its many nationalities, would have a separate status. The Jewish province would include some of the country's richest agricultural land in the valleys of Sharon and Esdraelon. The Arabs would get an enclave round the essentially Arab port of Jaffa, but the rest of their share would be mostly hilly pastureland

The "grape-vine" organisation has all the money it needs, thanks to full-page advertisements in the American newspapers setting forth how £62 will bring a Jew to Palestine from anywhere in Europe. It also is privileged to draw surreptitiously on the stores of U.N.R.R.A. (no wonder La Guardia found a gap in them), as these are strewn over Europe. And it is further privileged to the extent of making scarcely concealed use of the Displaced Persons' camps and of their transport.

But that does not detract from their having set afoot a first-rate underground organisation that borrows from the best tricks of the various Resistance movements during the war—and is freely staffed by men of the Resistance and Commando or Ranger type. The great thing is to leave no loopholes through which their charges may slip, because there is always a risk of detained Jews giving away the underground organisation. To make sure, each trekker is stiffly "processed" before being given his papers.

These probably set up an all-time record in forgery, for they run from forged ration books, identity cards and passports, to forged emigration certificates for Palestine, travel documents and passes for Europe, and visas for South America—all forged. About the only items that are not forged are train tickets and currency notes. Each trekker gets a full selection, and he or she is schooled in what to say should they be stopped *en route*.

The easiest run through is that from the Rumanian watershed to ports like Constanza and Salonika, when the Jewish trekkers are handed on, by train and lorry, by their "grape-vine" organisation operating under the benevolent eyes of Russian overseers occupying the country. Only more complicated because of difficulties of topography, is the run-through from Southern Poland to a Dalmatian port like Valona, and, maybe, to Piræus itself.

But from the German watershed (which also comprises streams from Austria and Hungary) the expediting of the trekkers is not such an unencumbered affair. It has to succeed under various Allied eyes, and there is not much doubt but that the exodus from South Germany, over the Italian passes and down through Italy and into France, will be the first to be seriously curbed.

Journeys south are most times made by lorry. A lorry may contain a score of Jews with their belongings, and, as likely as not, a Jew in British Pioneer's uniform will be the conducting official. It is much easier to get past road blocks than railway-station inquisitions, and when the bogus pioneer is not allowed through without more ado, he is well up in ways to seduce frontier guards and Allied soldiers with offers of negotiable money, and even with jewellery, watches, silk stockings !

In the U.S. Zone, where are said to be 50,000 Jews in D.P. camps alone, parties selected for emigration usually start south by lorry, but others go in their own cars and in cycling groups. And they will raid dumps on the way if they cannot come by necessities of transport by Black Market methods. For these Jews-for-Palestine are anything but the puny kind so long familiar ; they are specially chosen for their brawn and are all too ready to be tough.

And so down to the wretched little ships at unnoticed ports like Sête, or somewhere between Genoa and Spezzia. Other departures are made from Sicily and the "Toe" of Italy—Brindisi and Bari. And other departures still are contrived by rowing parties out to ships offshore in the darkness. The condition of these ships is frightful, both from the hygienic and safety standpoints. But there are precious few ships of any kind available at this juncture, and captains and crews can, and do, ask the most fantastic sums for running to Palestine.

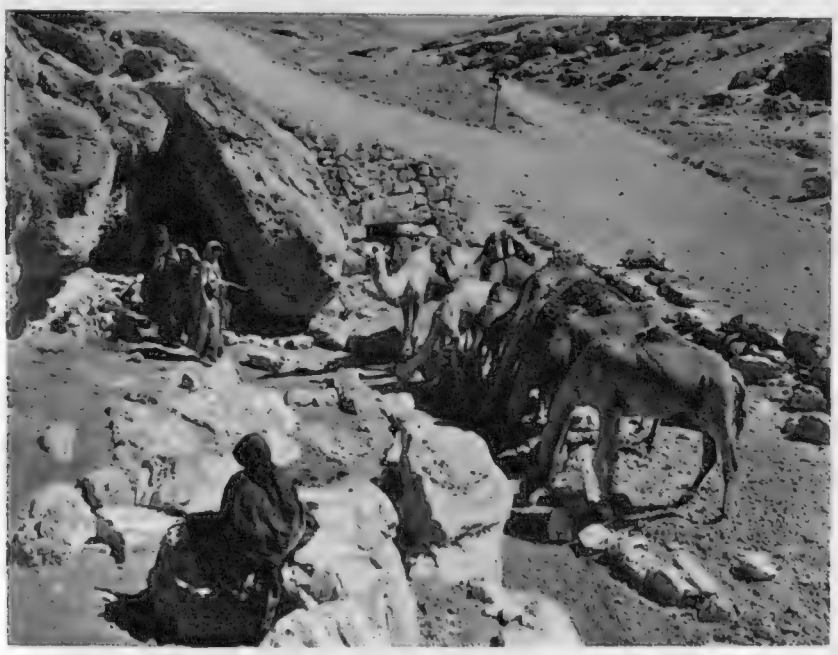
These vessels change their names and flags more than once while carrying their sardine-packed, ghastly-sick Jews to the Promised Land. As many as possible must be put ashore before autumn comes—and so we hear of vessels almost dropping to pieces, heaving to with a thousand aboard where they should be a hundred.

A RED-LETTER DAY IN MODERN EGYPTIAN HISTORY: King Farouk receiving the Egyptian flag before hoisting it above the Citadel at Cairo in order to mark the completion of the British evacuation of the stronghold after sixty-four years of occupation. For the occasion the royal troops were dressed in the uniforms of Mehemet Ali's day, as a reminder of the part played by that Oriental Napoleon both in the history of the Citadel and of the country as a whole. The British occupation of the Citadel began in 1882, when it surrendered to Sir Garnet Wolseley's forces, and its evacuation by British troops (illustrated in THE SPHERE of July 20) marks the visible start of the evacuation of Egypt. The ceremony of hoisting the flag over the Citadel took place on the 177th anniversary of Mehemet's birth. Mehemet came of an Albanian family, being born at Kavala, and he is the founder of the present Egyptian Dynasty

ON THE 177TH ANNIVERSARY OF MEHEMET ALI'S BIRTH—KING FAROUK LEANS OVER TO KISS THE EGYPTIAN FLAG: The King is receiving the flag from a soldier dressed in the uniform of the days of Mehemet Ali, the founder of the present Egyptian Dynasty. A few minutes after this picture was taken the flag was hoisted above the Citadel for the first time for sixty-four years

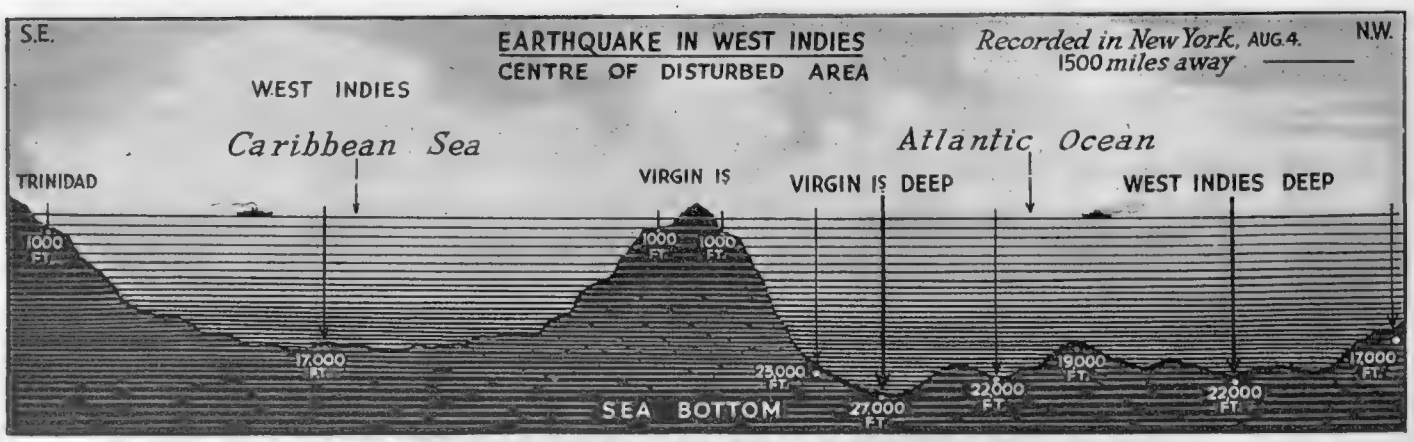
A CONFERENCE IN THE PALACE GROUNDS AT AMMAN: King Abdullah of Trans-Jordan, newly-proclaimed monarch of the new Sovereign State in the Middle East, with his Prime Minister and with Brigadier Glubb, the head of the Arab Legion. The territory of Trans-Jordan joins the mandated area of Palestine on the west, and of recent months communications between the countries have been destroyed more than once by terrorists operating from the Palestinian side of the border

KING ABDULLAH'S PALACE AT AMMAN: The home of the newly-proclaimed King of the new Sovereign State. Members of the Arab Legion stand guard



IN THE LAND OF THE ARAB LEGION: Camels drinking at a stream by the Spring of Moses. This is one of the many outposts in Trans-Jordan which are visited regularly by Brigadier Glubb's Arab Legion in the task of maintaining law and order in the desert. It was at this particular spot, it is said, that Moses brought forth water by striking the rock

AMID THE PEACE OF THE TRANS-JORDAN DESERT: A flock of sheep at the watering-hole near Quiera, a post over 200 miles south of Amman, the capital



A BIG EARTHQUAKE IN THE CARIBBEAN : A diagrammatic sketch of the West Indian Ocean showing the situation of the Virgin Deep, which is believed to have been the epicentre of the recent disturbance. Owing to the fact that it was under water and not in a populated area, the earthquake did comparatively little damage, but the high waves that it set up affected eleven towns in the Dominican Republic. The town of Matanzas was completely flooded, causing the collapse of a number of public buildings and residences, while considerable tracts of agricultural land were inundated, the crops being destroyed. Trinidad felt severe shocks, but no damage was reported. The earthquake was reported by Mr. J. J. Shaw, the West Bromwich seismologist

A Foreign Survey

NEWS FROM EUROPE AND AMERICA

A NEW AND VICIOUS ASPECT OF SPANISH BULL-FIGHTING : A bull transfixed with a pair of banderillas (darts) which on contact are devised to burst into flame. This form of inciting the animals, doubtless involving them in excruciating pain, has recently been introduced in the Spanish bull-ring

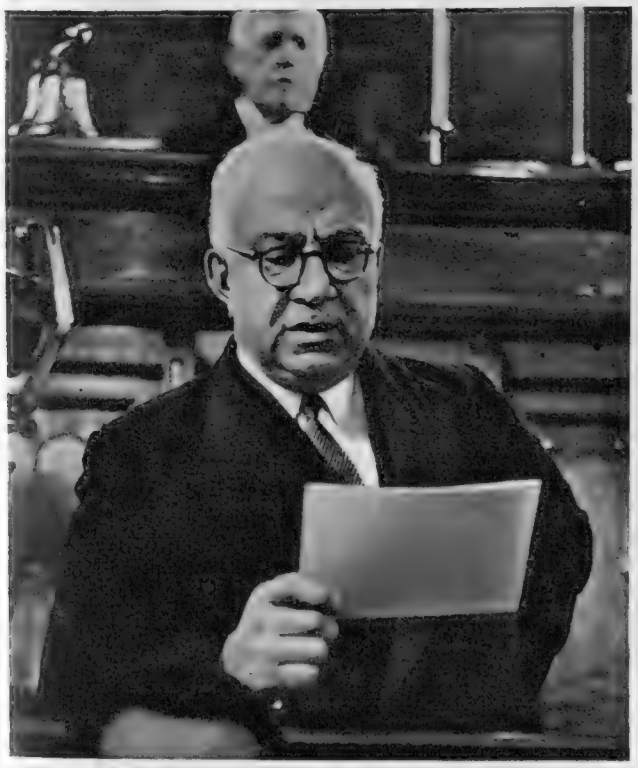
MADDENED BY THE PLANTING OF A FIRE-DART : A bull in the Spanish arena charges a picador and his mount, and for a few seconds carries horse and rider upon its back. This picture evidences very forcibly the extent to which a bull can be goaded by the use of fire-darts. Whether these darts are being used in the larger arenas is not certain, but it hardly accords with the oft-repeated cry that bull-fighting is a science and is no more cruel than any other existing blood-sport. The horse in this picture, it will be seen, is heavily protected against injury from the bull's horns, but it is doubtful if it has, in fact, escaped injury

EARTHQUAKE IN THE DOMINICAN REPUBLIC : The church of Senora del Rosario, in the town of Moca, after the recent violent earthquake in the Caribbean area

ROCKETS OVER SWEDEN : This picture, taken in Central Sweden, shows, within the circle, one of the mysterious projectiles which have been seen in that area of recent weeks. In the first week of August the exact source of the missiles was not known, but it was stated from Stockholm that the Swedish Government might in due course have to make a protest to "a certain foreign Power"

FUN AND GAMES ABOARD THE "BUNKER HILL": The crowded main saloon of the converted U.S. naval vessel on the first night of its opening as a floating casino anchored eight miles off the coast of California. Water-taxis operated a high-speed service between ship and shore

A PICTURE OF INNOCENCE! The ex-naval vessel "Bunker Hill," with the Stars and Stripes flying from her deck, anchored eight miles off the Californian coast. A few hours after this picture was taken the gaming-room, "as large as a football field," was opened to visitors, but the 800 men and women who came across by water-taxi to try their luck at the tables subsequently found themselves marooned. The police arrested Mr. Stralla, the owner of the ship, and they prevented the water-taxis from plying between ship and shore. After an uncomfortable twenty-four hours afloat the marooned gamblers were allowed to depart



TURKEY'S NEW PRIME MINISTER: Mr. Recep Peker taking the oath of office as a Deputy in the National Assembly before forming a new Government. He succeeds Mr. Saracoglu as Prime Minister. At this same opening session of the Turkish Assembly General Ismet Inonu, friend of Kemal Ataturk, the founder of the Republic, was elected President for the third time

GERMANY'S HARVEST: German children on the outskirts of Bochum, in the Ruhr Valley, gleaning in the wake of the harvesters. Scenes such as this are being enacted throughout Westphalia

THE WESTPHALIAN GLEANERS WAIT THEIR TURN: Another scene in the cornfields of Bochum, where the vital harvest of 1946 is now being gathered. The moment the stooks of corn have been placed in the wain the gleaners, exercising their immemorial rights, follow on behind picking up every available blade of corn. Both young people and old people are taking part in the gleaning, and one observer has pointed out the orderly patience with which they wait the opportunity to gather these few extra supplies for the household. Last year the corn harvest in Westphalia was ruined by heavy rain, and a proportion of it was left rotting in the fields. This year conditions have been more favourable and, with many prisoners of war returned to their homes, there are more hands available for the work

FOOTNOTE FROM BIKINI: This picture, which has only recently arrived in London, was undoubtedly one of the most remarkable taken during the explosion of the second atom bomb in the Pacific. It shows a curious, crown-like phenomenon which appeared above the gaseous cloud as it rocketed skyward from the lagoon. A split second later the crown had disappeared, but for the moment it lasted it presented to the beholder a spectacle of awe-inspiring beauty

THE PEOPLE OF A NEW REPUBLIC: A scene in the market-place of a hill town in Tongking, the former French province of Indo-China which, in company with Annam, is now incorporated in the Republic of Viet-Nam. These people, who are so picturesquely clad and have such a love of finery, have much in common with the Chinese living across their northern border—*Drawing by W. G. Whitaker*

News from the Far East

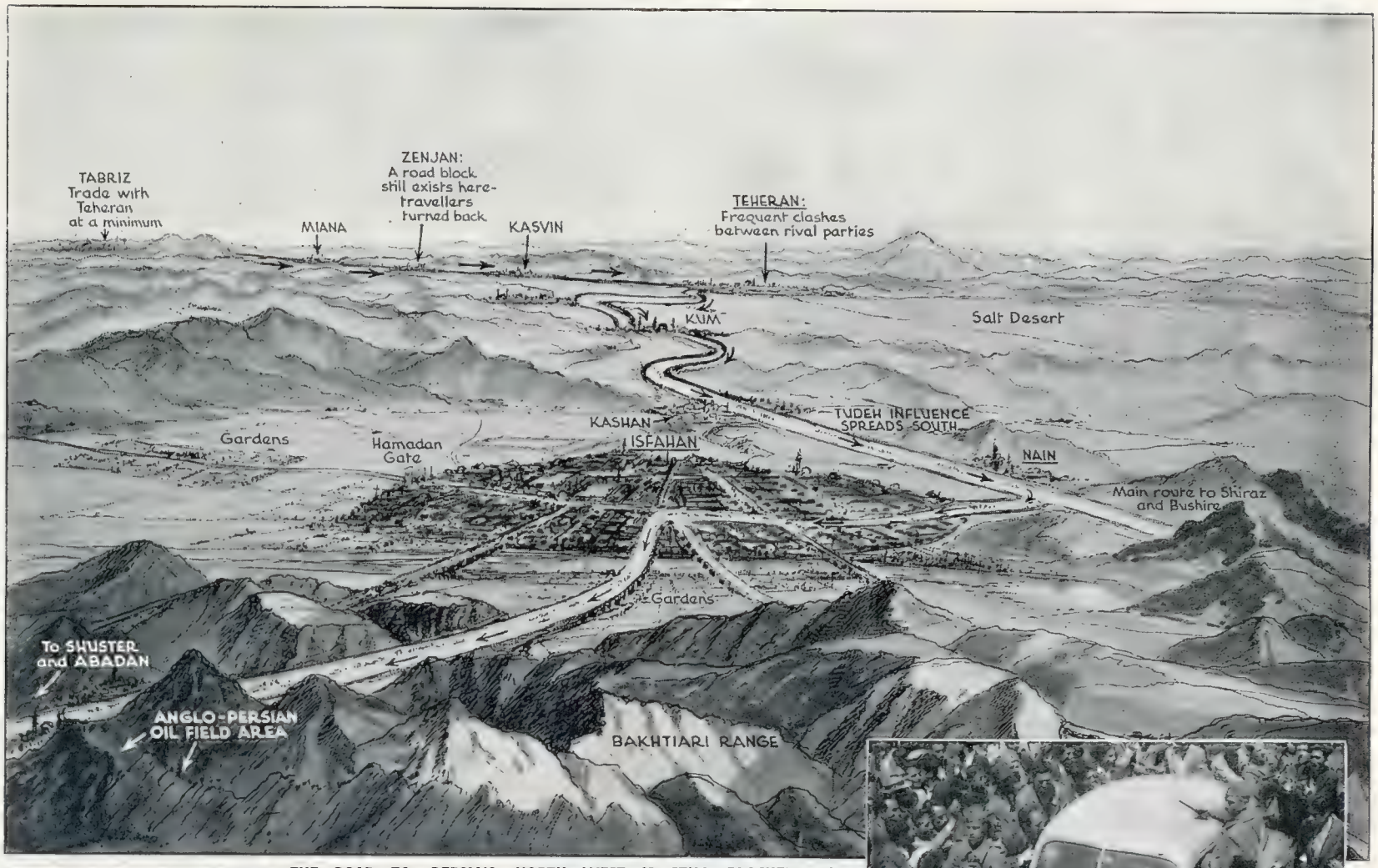
IN THE WILDS OF VIET-NAM

Siam's New Minister in London; Generalissimo Chiang Kai-shek Takes a Holiday

The name Viet-Nam still strikes an unfamiliar note, but this new Republic, carved from part of the French possessions in Indo-China, is now coming into being, and the native leaders of its independence movement are attempting to create a new nation. By far the most interesting people of Viet-Nam are those of the Tongking hill country, who form the subject of the above drawing. In describing these folk one traveller has written: "The women, shyer even than the men, are most picturesquely and ornately clad. The younger girls, those who are not yet mature, wear their hair parted and in a long braid. The older girls and the women wear black caps pulled down over their foreheads

THE NEW SIAMESE MINISTER PRESENTS HIS CREDENTIALS: Prince Nakkhatra leaving for his first audience with the King at Buckingham Palace. The Prince, who is a cousin of the new King of Siam, is the first representative of Siam in London since the close of the war, and he has now reopened the Legation in Kensington. Siam was the first country to sign a peace treaty with the Allied nations

A HOLIDAY INTERLUDE IN A LAND AT WAR: Generalissimo Chiang Kai-shek being borne by sedan-chair on the final stages of the journey to the summer resort at Kuling, where he recently spent a short while away from the cares of State. Since his holiday at Kuling the situation in China has steadily worsened, and only recently General Marshall and Dr. Stuart, the American Ambassador to China, declared that "a peaceful settlement of the differences between the Chinese Government and the Communists is impossible at the present time"



"PRIME MINISTER" PISHEVARI: This was the man who sought earlier in the year to achieve complete independence for the Persian province of Azerbaijan and who, when he failed in his negotiations with the Central Government, resigned from office on June 15

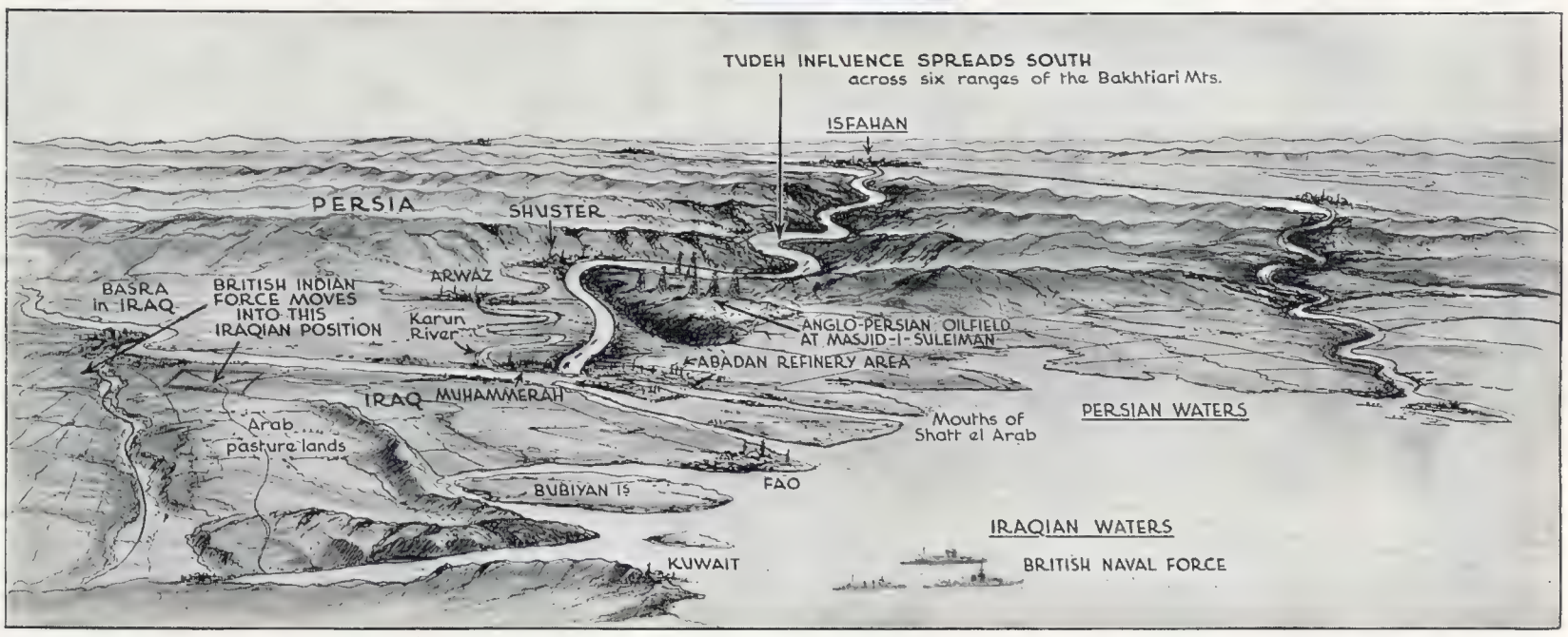
THE ROAD TO PERSIA'S NORTH-WEST IS STILL BLOCKED: A diagrammatic sketch showing how Tabriz, in Persian Azerbaijan, and Teheran, the capital, are still cut off by the road-block at Zenjan. Since June Azerbaijan has recognised once again the sovereignty of the Persian Government, but the latest news indicates that Persian control in Azerbaijan is of the slenderest

THE TANGLED SKEIN OF PERSIAN AFFAIRS

The Situation in North and South To-day

Persia's protest to Britain against the presence of British-Indian troops at Basra, the Iraqi port at the head of the Persian Gulf—a protest indicating that Persia's sovereignty was threatened by such a gesture—draws attention at once to the condition of affairs in North Persia as compared with that in the south. Recent news from the north—and it has been scanty enough—indicates that the Persian province of Azerbaijan remains almost wholly cut off from Teheran and that the Russian-influenced Tudeh Party is still paramount in the province. It has been ascertained that the road-block at Zenjan is still in operation, and many travellers from Teheran to Tabriz have been turned back at that point. Meanwhile, the influence of the Tudeh Party appears to be spreading southwards at an increasing pace, and this, in large measure, is said to have been a cause of the labour troubles persisting in the British-financed oil area in the south

MISSION TO TEHERAN: The scene at the airport on April 28 when Pishevari, the "Prime Minister" of Azerbaijan, came to negotiate with the Persian Prime Minister. The picture is of special interest as it shows Pishevari's car surrounded by "Azerbaijan Democrat" soldiers, a wholly illegal force which wears Russian uniform. Despite the fact that Azerbaijan is now technically under Teheran's authority, this force is still in existence



WHAT GOES ON IN SOUTH PERSIA—THE AREA OF THE ANGLO-PERSIAN OILFIELD WHERE LABOUR DISTURBANCES HAVE CREATED AN INTERNATIONAL MISUNDERSTANDING: This diagrammatic sketch shows the position of Basra, in Iraqi territory, where reinforcements of British Indian troops, brought in as a precautionary measure because of trouble in the Persian oilfields, led to a protest by the Persian Government. The note from Teheran to Whitehall requested the immediate withdrawal of these forces, even though they were in no sense in Persian territory. At the time of writing, Persia has not received the British reply. The labour troubles in the oilfield area were brought about initially by the arrival of Tudeh Party emissaries—*Drawings by Percy Home*

HANS ACROSS THE SEA! Hans von Meiss Teuffen, of Zurich, Switzerland, seen at New London, Connecticut, aboard his 33-ft. ketch, in which he sailed from Casablanca, Morocco, to Fisher's Island, New York State, in fifty-eight days. The trip was made solo, and was the result of a bet between the amateur yachtsman and his brother, a Swiss Air Force major, that the voyage would not be completed in sixty days

WHEN the BERGS DRIFT SOUTH

An Awe-Inspiring Sight On the Western Ocean, and Other News of the Sea

On right—

Thanks to the assistance of radar, which scans the ocean every few seconds and records in the navigating-rooms of the liners every obstacle upon the sea, the icebergs in their southward drift across the passenger routes no longer constitute the menace that once they did. During the present summer President Truman has ordered the Atlantic Ice Patrol into action again for the first time since the war, and the heavy-duty patrol boats, in conjunction with flying-boats, carry out a regular reconnaissance of the American coast and give the appropriate warnings to shipping. At this season of the year the bergs are well outside the more northerly shipping routes, and as they drift south in the summer sun, their vast bulk melting day by day, they provide an awe-inspiring interlude for the Atlantic passengers who line the decks to watch them. The fact that, huge as a berg may appear, only one-ninth of its bulk is seen above water, always impresses the imagination of the beholder. The form and colour of the bergs vary greatly, and many of them have bands of material deposited by the glaciers from which they have broken adrift

On left—

Hans von Meiss Teuflen's solo Atlantic voyage in a 33-ft. ketch is by no means unique, but it is none the less a fine feat of seamanship which could only have been accomplished by a very experienced yachtsman. He started from Casablanca on June 3, taking with him sufficient supplies of food and water to last three months. He headed for Newfoundland, but the prevailing currents brought him considerably to the south. Alain Gerbault, the French tennis player and navigator, it may be remembered, crossed the Atlantic single-handed in the '20's, leaving Gibraltar on June 17, 1923, and arriving in New York on September 15. His boat was an eight-ton, 32-ft. cutter. He took much longer over the voyage than Meiss Teuffen. Gerbault subsequently cruised single-handed round the world, receiving considerable publicity in the course of his lonely voyagings

On right—

In the years immediately preceding the First World War, Germany was making vast strides in her shipbuilding industry, and in 1914 the celebrated Hamburg firm of Blohm and Voss, later to pioneer in the field of aircraft construction, launched the 56,000-ton liner *Bismarck*, the greatest vessel ever produced in a German yard During hostilities the work of fitting out the *Bismarck* was held up, and after the Armistice the Reparations Commission ordained that the *Bismarck* should be handed over to the White Star Line in part repayment of the losses sustained by the company during the struggle. Renamed the *Majestic*, and fitted out in British yards, the liner became a familiar sight on the Western Ocean and was known to thousands of travellers on the Southampton-New York run. Just before the Second World War, when the *Queen Mary* and the *Queen Elizabeth* were nearing completion, the *Majestic* was retired from the Atlantic service, and she was taken over by the Admiralty as a naval training-ship being renamed H.M.S. *Caledonia* Soon after her conversion the *Caledonia* was gutted by fire and she has lain in the Forth until recently, when she was towed to Inverkeithing for breaking up

THE LAST OF THE "MAJESTIC"—A FAMED ATLANTIC LINER OF EARLIER DAYS IS TOWED TO THE SHIPBREAKING YARDS: The gutted hull of the Admiralty training-ship "Caledonia," the former "Majestic" of the White Star Line, and in her first days the "Bismarck" of the Hamburg-Amerika Line, seen after passing beneath the Forth Bridge en route to Inverkeithing, where she is to be broken up. In common with the "Berengaria," she came into British hands after the first World War—*Drawing by S. E. Beck*

THE SEASON OF THE BERGS — AN ATLANTIC LINER PASSING TWO ICEBERGS ON NEARING THE AMERICAN COAST: An artist's impression of a familiar and often awe-inspiring sight which the traveller on the Western Ocean frequently sees at this period of the year. The bergs, gradually melting as they drift southwards with the current, are now plotted by radar and they no longer constitute the danger that they did in the days of the "Titanic"—*Drawing by Montague Dawson*

H.M.S. "VANGUARD" RIDES OUT THE GALE — BRITAIN'S NEWEST AND BIGGEST BATTLESHIP AT ANCHOR OFF SPITHEAD WHEN WAITING FOR BETTER WEATHER IN ORDER TO ENTER PORTSMOUTH DOCKYARD: Since this picture was taken "Vanguard" has docked at Portsmouth and she is now being prepared for her voyage next February, when she will take the King and Queen and the Princesses on their tour of South Africa. The "Vanguard," of 42,500 tons displacement, and of 840 ft. overall length, is the largest battleship ever to enter Portsmouth. Her 108-ft. beam exactly represents the length of the keel of the first "Vanguard," which fought against the Armada. The apartments normally occupied by the Admiral and his staff in the after-structure of the vessel are to be converted into a royal suite, but the structural alterations will not be extensive. For the voyage, furniture will be brought from the royal yacht

THE HEAD OF KING AMENHOTEP I—AN IMPORTANT ACQUISITION BY THE METROPOLITAN MUSEUM OF ART, NEW YORK : This magnificent limestone relief, which has just come into the possession of America's leading museum through the aid of the Rogers Fund, belongs to a vital period in Egyptian history, when Egypt was on the verge of becoming a great Empire. The rugged individuality of the King's face, the prominent arched nose, the small, tight mouth, the hard, narrow eyes, and the massive cheekbones clearly proclaim the man of action. The King wears a close-cropped wig and a diadem, probably of metal, but imitating a fillet of ribbon tied in a bow-knot at the back of the head with the ends pendent. The hooded head of the royal cobra, or uræus, rises from the front of the circlet. The small human foot which appears rather incongruously above the head of the King is the final hieroglyph in a stereotyped formula that wishes the Pharaoh long life, prosperity and health

THE FACE OF AMENHOTEP

The New York Metropolitan Museum of Art Acquires the Limestone Profile of a Ruler of Egypt's Eighteenth Dynasty

Figure Sculpture of the Archaic Period

***On left*—"A MAN OF ACTION, A FIGHTER AND AN AUTOCRAT":** This sandstone head of King Amenhotep I of Egypt was found in 1926 at Deir el Bahri by the Metropolitan Museum's Egyptian Expedition, and it now serves to confirm the identity of the limestone relief of the same monarch shown in the picture at the top of this page. Both works are now in the Metropolitan Museum of Art

The Metropolitan Museum of Art, New York, which has always taken a great pride in its Egyptian collections, has of late made several important acquisitions, and among these the magnificent profile head of King Amenhotep I, a limestone relief of the Eighteenth Dynasty, is an exhibit of special interest. When Amenhotep I came to the throne in 1545 B.C., the New Kingdom had just reached its thirty-fifth year, and Egypt was on the verge of becoming a Great Power. Thebes, recently transformed by the prowess of King Amosis I from a hard-fighting provincial town into the capital of a great empire, had not yet achieved the

WHEN EGYPTIAN SCULPTURE BECAME STEREOTYPED : The head of Princess Nofret, from Cairo Museum, exemplifies the formalism in vogue throughout the greater part of Egyptian dynastic history and is in obvious contrast to the infinitely freer style of the earlier statue, which has been acquired by the Metropolitan Museum of Art and is illustrated on the right

(*Continued from previous column*)

splendour with which it was to be endowed in the later Eighteenth and the Nineteenth Dynasties, and its buildings were modest and unpretentious in design. The head clearly shows that King Amenhotep, like his predecessor, was a fighting man. One Egyptologist has said that he has the clearly-defined face of "a man of action, a fighter and an autocrat."

Of almost equal interest, but of very much earlier date, is the archaic Egyptian statue of a lady of 2,900-2,800 B.C., which has also been acquired by the Museum. This is a very wonderful example of the figure sculpture of the Egyptians while it was still in a truly formative stage, and before they had established what they considered to be the ideal formula. Once they had attained that formula, indeed, they never chose to look back or to look forward, and from the Fourth Dynasty, right through to the Thirtieth Dynasty, they adhered slavishly to their ideal. It is therefore both interesting and refreshing to have an occasion for going back in the history of Egyptian art to a time before this admirable if all-too-familiar ideal had been established.

AN EGYPTIAN LADY OF THE EARLY DYNASTIC PERIOD : This limestone statue, dating from between 2,900 and 2,800 B.C., has lately been acquired by the Metropolitan Museum of Art, New York, and it is of special importance as it belongs to the period before Egyptian figure sculpture became almost entirely stereotyped. The statue is said to have been found many years ago at Abydos, in Upper Egypt, the site of the ancestral home of the kings of the early Dynasties. The lady has a short, bobbed wig, and her dress is a plain linen robe

BEFORE EGYPTIAN ART FELL UNDER THE SPELL OF FORMALISM—STATUARY OF THE SECOND AND FOURTH DYNASTIES, WHEN THE SCULPTOR WAS NOT YET BOUND BY A HARD-AND-FAST TECHNIQUE : These three figures are of special interest in that they belong to much the same age as the limestone figure of an Egyptian lady which has recently been acquired by the Metropolitan Museum of Art, New York. With the dawn of the Fourth Dynasty, and the coming of the Pyramid-builders, the Egyptian artist would seem to have attained the formula for expressing all that he had to say through the medium of figure sculpture, and, strangely enough, he adhered slavishly to this formula throughout the rest of dynastic history. The figure on the left is that of Prince Ankh-tekh, and is in the Rijksmuseum, Leiden. The limestone figure in the centre belongs to the Staatliche Museum, Berlin, and that on the right is in Cairo

THE PORT OF DUNKIRK AS IT IS IN 1946: A panoramic view of the celebrated harbour which is now partially cleared for sea traffic, although its dock installations and its warehouses still bear testimony to the hammering delivered first by the Luftwaffe and in later days by the R.A.F. Away on the left are the sands from which so many British troops embarked during the 1940 evacuation

DUNKIRK and ZEEBRUGGE IN 1946

The Restoration of Two Great Continental Ports

Dunkirk, port of many memories, where Germany was thwarted of the full fruits of victory in the West is to-day a working port again, and although it will be years before the scars of war are removed, ships are already loading and unloading at her quaysides. At Zeebrugge, too, a hardly less-celebrated port in the annals of modern war, reconstruction is also progressing

THE SS. "JUPITER," DRESSED OVERALL, ENTERS THE REOPENED PORT OF DUNKIRK: When this Swedish ship was towed into the dock area in the second week of August, she was the first foreign ship to enter the port since the close of the war. She is seen passing some of the wreckage which still litters the tideway and the clearing of which will take many more months of work by the French engineers in charge of restoring the port

On right—

ZEEBRUGGE IN 1946: Former military landing-craft being used for salvaging operations in the Belgian harbour which, during the closing stages of the Second World War, was heavily defended by the Germans before they finally evacuated it. Before their departure the Germans made a last stand and sank many ships in the tideway to prevent the port being used by the Allies. During the First World War Zeebrugge had an even more eventful history, and the famous attack upon it by Admiral Keyes on St. George's Day, 1917, constituted a British naval triumph of the first order. On that occasion the blockships *Intrepid* and *Iphigenia* were manœuvred into the Zeebrugge Canal and they were sunk in such a manner that they prevented all passage for anything larger than a fishing-boat. One hundred and eighty-eight officers and men were killed during the operation, and at this price Zeebrugge was sealed until the close of the hostilities

A RESTORED RHINE BRIDGE:

Road and rail traffic between the Rhineland and the west has been hopelessly disorganised since the close of hostilities, and working with all speed, our British and American engineers have been restoring the vital links. The latest bridge to come into operation is the North Railway Bridge between Dusseldorf and Neuss, which was reopened recently by Mr. J. B. Hynd. With this bridge in operation the present Cologne bottleneck is largely eliminated, and east-west traffic can now discontinue its long southward diversion. At present the South Bridge at Dusseldorf, carrying traffic in the reverse direction is still unrepaired, but work on the damaged structure is understood to be in progress

Above—**MR. J. B. HYND OPENS THE RESTORED RHINE BRIDGE: The Chancellor of the Duchy of Lancaster, who is responsible for administration in the British Zone of Germany, cutting the tape on reopening the North Bridge between Dusseldorf and Neuss, thus restoring east-west traffic**

On left—**GARLANDED LIKE A HEROINE: The first train about to cross the North Railway Bridge between Dusseldorf and Neuss, thus restoring communications which have been broken since the closing days of the war and helping to eliminate the Cologne bottleneck**

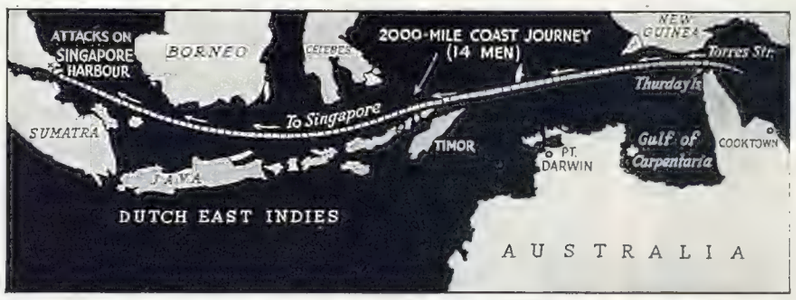
Below—**THE NORTH AND SOUTH RAIL BRIDGES AT NEUSS-DUSSELDORF: The North Bridge is now restored and open to traffic, but its companion lies across the stream. Engineers have already begun work on it**

A DARING EXCURSION AMONG ENEMY SHIPPING: This was the scene in Japanese-held Singapore Harbour on the night of September 26, 1943, when a force of ten Australians and four British Servicemen entered the roads in an open boat after completing a hazardous voyage of 2,000 miles through patrolled waters. One of the men is overboard and about to swim to a nearby ship and attach a time-bomb to its hull. During this brilliant night's work seven tankers and cargo-boats were destroyed—*Drawing by Edward Osmond*

RAIDING SINGAPORE IN A ROWING BOAT

An Incomparable War Exploit is Revealed for the First Time

At the beginning of August, in the Australian House of Representatives, Mr. Forde, Minister for the Army, told for the first time one of the best-kept secrets of the war, the story of how British and Australian Servicemen journeyed 2,000 miles in an open boat and, by attaching mines to shipping in Singapore Harbour, destroyed seven vessels totalling 37,000 tons. The hazards of the journey from Australia to Singapore are not difficult to imagine, and it appears that on arrival the party kept the harbour under observation for several nights. Having laid their plans they went in to attack, eventually withdrawing without loss and returning to Australia unscathed. They had spent more than forty days in enemy-occupied areas. Nine of the men received decorations and the others were mentioned in despatches. It was one of the tragedies of the war that six of them were killed in another operation in 1944. The United Kingdom Servicemen were led by Captain (later Lieut.-Colonel) I. Lyon, of the Gordon Highlanders



RIVALLING THE FEAT OF CAPTAIN BLIGH OF THE "BOUNTY": A sketch-map showing the route taken by the fourteen Servicemen in 1943 prior to their daring raid on shipping in Singapore Harbour. On the outward and return journeys they spent forty days in enemy-held areas and came through without detection. Six of the men lost their lives in a later action

NEWS FROM PRAGUE

***On left*—A CELEBRATED BRIDGE WHICH HAS SURVIVED THE WAR: The Charles Bridge in Prague, which happily escaped injury when the tide of war swept across Central Europe. An artist's impression of the famous structure on the day when President Benes made a triumphal tour of Prague following his re-election to the Presidency of the Czechoslovak Republic. The bridge, which spans the River Vlatava, was built by the great Charles IV, King of Bohemia, who was elected Emperor of the Holy Roman Empire in 1346. Across the river can be seen St. Vitus's Cathedral and the old Palace, which during the war years was occupied by the notorious Heydrich, Butcher of Prague. The Charles Bridge is nearly 550 yards long and it has imposing gate towers at each end. It was greatly damaged by the Vlatava floods in 1890, but was subsequently restored to its original appearance**—*Drawing by W G Whitaker*

PLANNING THE NEW ARMY—A MOMENTOUS MEETING AT THE STAFF COLLEGE, CAMBERLEY: Some of the leaders of the British Army at the start of their six-day conference, held to discuss reforms in military organisation and to evolve a tactical doctrine for the future in the light of atomic and other developments. Seated from left to right are: Lieut.-General Sir William Morgan (C.-in-C., Central Mediterranean Force), Field-Marshal Sir Claude Auchinleck (C.-in-C., India), Viscount Montgomery (Chief of the Imperial General Staff), Lord Nathan (Under-Secretary of State for War), General Sir Miles Dempsey (C.-in-C., Middle East), Lieut.-General Sir Richard McCreery (British Army of the Rhine), and Lieut.-General Sir James Steele (G.O.C.-in-C., British Troops in Austria)

MEN OF ALAMEIN—SIR CLAUDE AUCHINLECK AND VISCOUNT MONTGOMERY AT THE CAMBERLEY MEETING: The Commander-in-Chief, India, and the Chief of the Imperial General Staff in conversation at last week's gathering of the Generals. On the right, Lord Nathan, the Under-Secretary of State for War, is talking with General Sir Miles Dempsey. During the meeting Lord Montgomery outlined his plans for the new British Army, urging that many petty restrictions which still exist should be speedily abolished

THE GENERALS MEET

Lord Montgomery and the Leaders of the Commonwealth Confer at Camberley

The Camberley Conference of senior Army officers, which it is hoped is the forerunner of similar gatherings every six months, was attended by 180 leaders of the Service. The idea behind the meeting is that the senior officers shall hammer out a common policy of training in the light of lessons learnt on the field of battle and in the light of the startling scientific developments of the past few years. At this first conference special interest attached to the plans for Army Reform put forward by Viscount Montgomery, the Chief of the Imperial General Staff, who said that a War Office Committee has been engaged for some time past in considering how conditions could and should be improved. Among the improvements they hoped for were better married quarters, both at home and abroad; bedrooms and sitting-rooms instead of barrack-rooms; messing equal to good civilian standards, and the abolition of petty infringements of a man's privacy, such as "Lights out," tattoo roll-calls and minor parades. The Field-Marshal also suggested that the presence of the young national service recruit also gives a new importance to education in the Army, and that a general education should be provided similar to that available to the civilian

FROM LONDON AND THE PROVINCES

The Wreck of the "Finisterre": Roller Speedway at Harringay: A Round-up in the New Forest: Mr. Churchill's Home for the Nation

THE TRAGEDY OF THE "FINISTERRE"—A BRETON FISHING-BOAT IS HURLED ON TO THE ROCKS IN ST. IVES BAY: *Left*—Joseph Darchen, the only survivor, describing his experiences; and *(right)* the "Finisterre" on the rocks, her hull smashed to pieces when being driven ashore. The disaster to the fishing-boat occurred under rather unusual circumstances, and no indication of it was given until a St. Ives resident met Darchen, then in a most exhausted condition, struggling barefooted up the rocks. At the police station Darchen declared that the "Finisterre" had dragged her anchor in the bay, and before action could be taken she was hurled on to the rocks with immense force. The four members of the crew, three of whom were drowned, all came from the Breton town of Camaret. The "Finisterre" was one of several vessels in distress round the Devon and Cornwall coasts during a week-end of wild weather

A SERVICE IN THE CASTLE RUINS AT HASTINGS: After a lapse of seven years the annual Roman Catholic procession to the ruined shrine of Our Lady in the Castle Chapel was revived recently, and the service which followed the procession is here seen in progress. The procession started from the celebrated Roman Catholic Church of St. Mary, Star of the Sea, which was built in Hastings in 1884 by Coventry Patmore, the Victorian poet and essayist, in memory of his wife

THE ROLLER SPEEDWAY CARNIVAL: Women competitors, well protected with their special headgear and clothing, hurtling round the track in a roller-skating contest at the Harringay Arena. This new "blood" sport, as it has not incorrectly been called, is an American importation. The rules allow that one competitor may push another or charge with the shoulder, but it is a "foul to kick, trip, punch or butt with the head." Some spectators who have attended the roller speedway declare that the fights which break out are not always entirely genuine; but are very largely designed to work up the feelings of the crowd

HOLIDAY-MAKING ON THE LANCASTER-KENDAL CANAL: The "Lady Ann," a converted landing-craft, passing under a bridge on this pleasant stretch of North Country waterway. A number of assault craft have been converted, and they can each take thirty-one passengers on the two-and-a-half-hour trip. In fine weather the awning can be rolled back to allow an unrestricted view

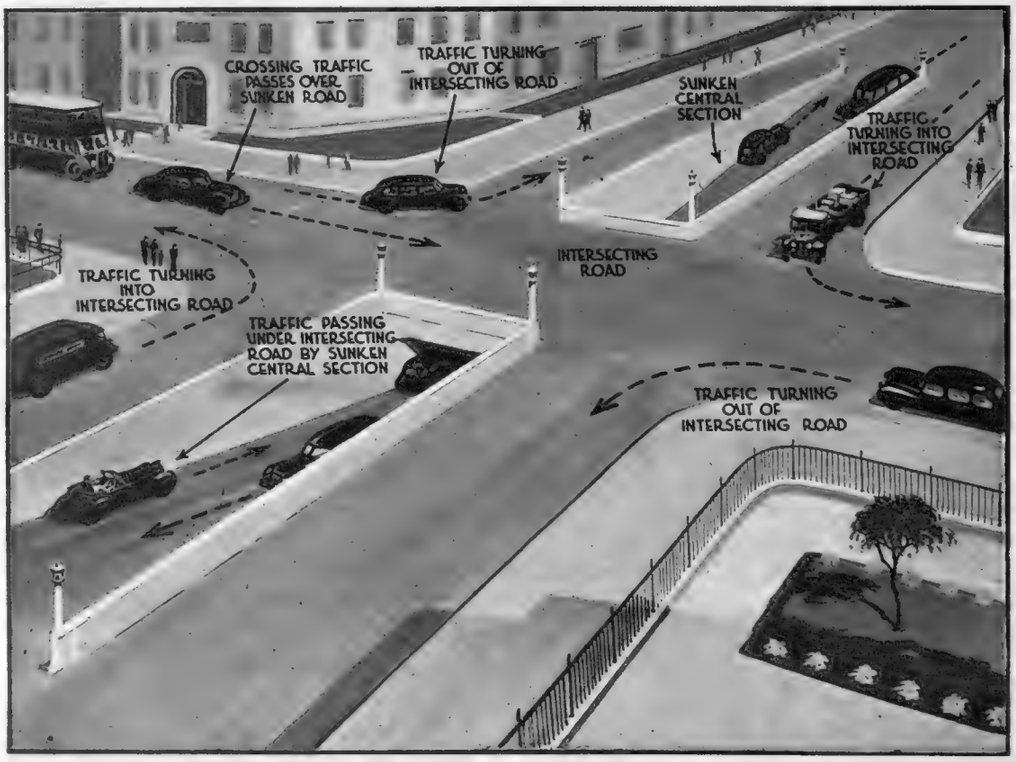
THE ANNUAL ROUND-UP OF NEW FOREST PONIES—THE HALF-WILD WANDERERS, FREE TO ROAM FOR THE GREATER PART OF THE YEAR, IN THEIR TIMBER CORRALS AT BEAULIEU ROAD: After a hectic chase through large areas of the forest, the captured ponies, squealing with fright and rage, are herded to this point, there to be numbered and assessed for auction. At the sale buyers from all parts of England compete for the ponies, by far the largest number going to private persons seeking them as riding ponies, for which the breed is especially suitable. Sponsor of the sales is the New Forest Pony Breeding and Cattle Society, which uses the proceeds for the care of Forest animals and the provision of good-quality sires for the herds. Those ponies that are unsold are adequately marked before being allowed to roam again in the forest

A LABEL FOR EVERY PONY: Wanderers of the New Forest being marked as they pass along a gangway towards the pens which have been specially constructed for the annual New Forest round-up at Beaulieu Road, Hants. As the ponies pass, buyers cast an appraising eye over them

MR. CHURCHILL IN HIS STUDY AT CHARTWELL: The house at Westerham, Kent, which has been his home for the past twenty-four years, and, together with the estate, has been purchased from him by a group of friends with a view to its eventual presentation to the nation. Mr. Churchill and his family will continue to live at Chartwell during his lifetime, and it will then be handed over to the National Trust as a permanent memorial to the part which Mr. Churchill played in the history of Britain. It was in this study that Mr. Churchill dictated his classic *Life of Marlborough*

***On left*—A MELLOW MANOR-HOUSE OF DARK-RED BRICK:** The frontage of Chartwell, Mr. Churchill's home, which will one day be the property of the nation

GARDENING BETWEEN THE LINES: Stationmaster Harry Barker, of Hammersmith Station, Metropolitan Line, standing in his prize-winning garden situated between two sets of track. His garden has been voted the best on the London Transport service, and it includes a modest display of roses and several other plants that do not usually flourish without rather special encouragement



A POSSIBLE KEY TO THE SOLUTION OF TRAFFIC CONGESTION IN LONDON: A main road with a sunken central section passing under a crossing road. The system has proved successful in Paris, and Mr. Edward Fryer, of the Automobile Association, urges that it would apply equally well in England—*Drawing by S. E. Beck*

DEFEATING TRAFFIC CONGESTION.—

Despite the persistence of petrol rationing and the fact that so many of our new cars are destined for export, traffic congestion in London grows steadily more menacing. Of recent weeks correspondents in many professions have put forward their suggestions for dealing with the recurring problem of these hold-ups, and Mr. Edward Fryer, Secretary of the Automobile Association, has written to the Press agreeing with the need for fly-over crossings and elevated roads. These are obviously an essential part of the ultimate traffic plans for London, he declares, but years must elapse before they are built. "In the meantime, tremendous relief could be given at busy junctions by less complicated measures capable of being absorbed into the long-term scheme in due course. At certain crossings in Paris the central strip of one of the roads has been lowered sufficiently for two lines of vehicles to pass under the intersecting road. This form of construction is inexpensive and effective"

CHICAGO AND THE TRAFFIC PROBLEM: How the great lakeside city proposes to deal with post-war congestion. A diagrammatic drawing showing plans for roadway construction in the Loop area. Congress Street, it will be seen, passes above Wacher Drive and Franklin Street, and intersections are cut down to a minimum. At the far end Congress Street passes through a portal in the new Post Office on the banks of the Chicago River, provision being made for two lanes of traffic

NEW YORK AND THE TRAFFIC PROBLEM: How raised roadways are used in the linking of Manhattan, Queens and the Bronx. The left-hand roadway, it will be noted, forks in the middle distance, and at this point subsidiary roadways are provided to ease congestion

SIR THOMAS HERBERT'S HOUSE IN PAVEMENT, YORK: A fine example of a carefully-preserved Tudor dwelling. This picture appears in the illustrated booklet which has just been published by the York Civic Trust, a voluntary association of citizens which has come into being in order to preserve the city's monuments

NELL GWYNNE HOUSE IN CLIFTON, YORK: A carefully-restored house of the Stuart period. In contrast is the Jacobean frontage (*below, on right*) in Ogleforth, one of many buildings which York Civic Trust seeks to preserve

YORK'S CIVIC TRUST.—

Every ancient city has the need in these days for an expert and wideawake Preservation Society, for only thus can an adequate check be kept upon the steady stream of small changes which, often without thought for the future and careless of the past, may result in the destruction of a city's character. Conscious of such changes in their midst, citizens of York have banded together to form the "York Civic Trust for Preservation, Amenity, and Design," and they are determined to keep a watchful eye on all that still remains of the ancient York. At their first meeting last month mention was made of Stonegate which, the Trust declares, has a growing number of ill-designed and disproportionate modern shop-fronts, many of them having commonplace lettering and hanging signs. The Trust has taken powers to purchase, or to accept as gifts or legacies, buildings and sites of special interest, and it hopes to be instrumental in the future in handing over suitable properties to the city itself

LONDON'S LUNCH-HOUR THEATRE

"NAY, AN YOU WEEP, I AM FALL'N INDEED": Wolsey (played by the Rev. Vincent Howson) and his sorrowing servant Cromwell (played by Frank Pettingell) in a scene from Shakespeare's "Henry VIII" performed at the Lunch-Hour Theatre on the steps of St. Paul's, Covent Garden. The Rev. Vincent Howson has had considerable stage experience. He is now priest-in-charge at St. Paul's

London's Lunch-Hour Theatre took place between 1 p.m. and 2 p.m. on August 9, 12 and 16, and those who sat in the quiet churchyard of St. Paul's, Covent Garden, the London actors' church, enjoyed an hour of mingled comedy and tragedy. In addition to witnessing an excerpt from Shakespeare's *Henry VIII*, the audience was treated to a specially-written playlet by Frank Pettingell and entitled *The Tale That Paid the Rent*, the story of how Dr. Johnson saved the feckless and versatile Goldsmith from the toils of his landlady. Strangely enough, it was at Covent Garden that Goldsmith achieved his greatest triumph, for it was there that *She Stoops to Conquer* was first presented, the incomparable farce proclaiming to the town the arrival of another genius. St. Paul's Church has many associations with the theatre and its portico is the scene of the first act of Bernard Shaw's *Pygmalion*. Many distinguished actors have been buried there, including Robert Wilks, the great performer of the times of William III and Anne, and John Edwin, the eighteenth-century comedian

A PLAYLET ON THE STEPS OF ST. PAUL'S, COVENT GARDEN: Dr. Johnson (played by Frank Pettingell) and Dr. Goldsmith (played by the Rev. Vincent Howson) in "The Tale That Paid the Rent," which was presented at London's Lunch-Hour Theatre, together with a scene from "Henry VIII"

MEET THE TOM THUMB DONKEYS: Sardinian dwarf donkeys, no larger than the average St. Bernard, being exercised on Mr. Robert W. Green's estate at West Trenton, New Jersey

"JENNIE" AND SON: A Sardinian dwarf donkey and her offspring (born on Easter Sunday) seen in the grounds of Mr. Robert Green's estate at West Trenton, New Jersey

WEST TRENTON'S TOM THUMB DONKEYS FROM SARDINIA

Mr. Robert W. Green, a retired Wall Street broker, started breeding Sardinian donkeys in 1929, when he imported six "Jennies" (females) and one "Jack" from their native Sardinia. Since then they have continued to flourish exceedingly, and he has bred over a hundred of these diminutive creatures, selling them for the most part as pets for children. The Sardinian breed of donkey rarely stands taller than a St. Bernard, and, according to Mr. Green, it is superior to the Shetland pony as a child's playmate. It has, he declares, "the affectionate nature of a dog, the resignation of a cow, the durability of a mule, the courage of a tiger, and an intellectual capacity only slightly inferior to man's." On Mr. Green's estate at West Trenton the donkeys have the run of the grounds

ARCHITECTURAL FLIGHTS: An Indian Duplicate

A SPIRE AT ONE END AND A TOWER AT THE OTHER: In a cathedral it is no rarity, but in a parish church it is probably unique. This remarkable piece of architectural eccentricity is at Wanborough, near Swindon, Wiltshire. The lofty, square tower is of fifteenth-century origin, contrasting strangely with the slender, stone spire belonging to a somewhat earlier date. The differing dates would appear to discount entirely the legend of the two builders who quarrelled over the question of tower or spire and eventually compromised by having both

WHAT LANCASHIRE DID YESTERDAY . . .! The Bolton Branch Library at Breightmet, Bolton, the plans of which are being sent to Calcutta, where they will be used to build an identical library as a memorial to an Indian killed during the air raids on this country. Fostering the scheme is Mr. H. M. Patel, an Indian merchant with business connections in Lancashire, and the memorial will be for his brother

DEVELOPMENT OF BRITISH INSURANCE—II

The Second of Two Articles Revealing Its Rise to World-wide Repute

By CHARLES GRAVES

IT has been well said that insurance is the exchange of the possibilities of loss for a small payment fixed in advance. The Americans having discovered that British insurance companies always paid their claims, business in the U.S.A., particularly fire insurance, rapidly swelled the coffers of the British assurance offices in the 1860's, though every now and then some big conflagration set them back a good deal. In October 1871, Mrs. O'Leary's celebrated cow kicked over a lantern in its stall in De Koven Street and started the Great Fire of Chicago. The flames spread with appalling speed and, twenty-eight hours later, property to the value of 200,000,000 dollars had been destroyed. The largest claim was against an American company. The second largest was against the Liverpool & London & Globe. Would the latter pay up in full? The answer meant ruin or salvation to thousands of Chicagoans.

Immediately on receipt of the news of the disaster, the head office in Liverpool cabled its general agent on the spot to draw, as required, up to 2,000,000 dollars. All claims were settled in full at once without discount for cash, and then an additional 10,000 dollars was subscribed to the relief fund. More than one-third of the 200 insurance companies involved, however, were unable to pay, so the credit of British assurance offices in general, and of the Liverpool & London & Globe in particular, was placed on an unassailable pinnacle.

The following year another disaster occurred—in Boston. This time, thirty-one more American insurance companies collapsed. Once again British claims were paid in full.

Developments were now taking place which were destined to have considerable effect on insurance. Electric lighting and electric cars were invented. The first telephone was exhibited and the English Channel was crossed by a balloon—the first sign of air transport, which was to become an everyday insurable risk within the next fifty years.

The century drew to its brilliant close, marred only by the outbreak of the Boer War. British funds accumulated and losses diminished; then once again came calamity in the United States with that great fire in Baltimore. The total loss was £10,000,000, of which British assurance offices paid a substantial percentage.

Two years later, in 1906, occurred the most colossal disaster in the history of fire insurance, when an earthquake struck the city of San Francisco and fire followed the earthquake. It started at 5.15 a.m. Hotels, theatres, wholesale warehouses, factories and stores toppled over, caught fire and were demolished. The city hall, erected at a cost of £800,000, containing a free library of 85,000 volumes, was completely wrecked. The Grand Opera House, Majestic, Columbia and Orpheus theatres fell to pieces, each being consumed by the flames.

The Palace Hotel, an enormous building constructed to resist earthquakes, survived the earlier shocks, only to fall a prey to the conflagration. The Valencia Hotel fell over, burying seventy or eighty people beneath its ruins. The total loss of life was about 1,000 and the total damage about £50,000,000, divided amongst 107 insurance companies. The principal British companies involved were:

	£
London Assurance	1,400,000
Royal	1,350,000
London & Lancashire	1,000,000
Liverpool & London & Globe	940,000
Royal Exchange	900,000
Phœnix	850,000
Northern	840,000
Commercial Union	760,000
Caledonian	750,000
Atlas	730,000
North British & Mercantile	700,000
Alliance	690,000
Union	675,000
Sun	640,000
Palatine	540,000
Norwich Union	480,000
Law Union & Crown	480,000
Scottish Union & National	350,000
State	245,000

None of the British offices defaulted (although three of them were protected by earthquake clauses), but fifteen American offices and four Continental offices did so. Needless to say, the San Francisco earthquake raised the prestige of British insurance higher than ever, if that were possible. It also showed once and for all that the nationalisation of—and, indeed, any restrictions on—insurance can be disastrous to the country or State which imposes them.

The Governor of the State of California pointed out at the time how fortunate it was that the State itself had not insured the property in San Francisco. "It would," he said, "have meant practical bankruptcy for the whole of California. The fundamental principle of insurance is distributing the risk, and no Government . . . can afford to become the insurer of all the property within its boundaries."

To jump forward for a moment to the present day, the Government of the Argentine might well remember the San Francisco incident before proceeding with its tentative plan of restricting foreign countries, like Great Britain, from future insurance policies.

In 1909, Blériot flew the Channel and made air travel a reality. Electricity, with its attendant risks, was brought into everyday use. The wireless telegraphy was introduced.

Then came the first World War. This presented many problems. Fire insurance treaties, and all contracts with enemy countries, were automatically cancelled. Already Germany had been doing a good deal of re-insurance, and so had Russia, where the Revolution cut off, at a single stroke, the long-established insurance associations between the two countries.

But in spite of our huge losses at sea, the British assurance offices had a so much easier time than in World War II that it is better to pass straight to "the long week-end" between 1919 and 1939. The years immediately following World War I saw the rise of several new forms of insurance, such as aviation insurance and weather insurance. Then in September 1923 Tokyo, together with the port of Yokohama, was almost entirely destroyed by an earthquake, followed by a tidal-wave and fire. Many British companies were involved, and as their liabilities were particularly complicated, it needed long and difficult negotiations to reach a satisfactory settlement.

During the boom years, insurance in America increased by further leaps and bounds. Then came the slump, but the prudence of the British companies saved them from the embarrassment which was so prevalent amongst American insurance companies that special amending legislation had to be passed to permit valuations to be made on a basis other than the usual one of market quotations on December 31, 1931.

Thereafter, both at home and abroad, accident insurance developed swiftly owing to the great development of road transport. This, though producing a vast premium income, also produced an enormous claims total. The estimated number of fatal accidents on the roads in the United States and Great Britain in the '30's was approximately 36,000 and 6,000 apiece, whilst the number of non-fatal accidents was respectively 750,000 and 250,000.

Side by side with the development in accident business, there was a remarkable rise in the life business, together with a phenomenal increase in fire underwriting in the United States.

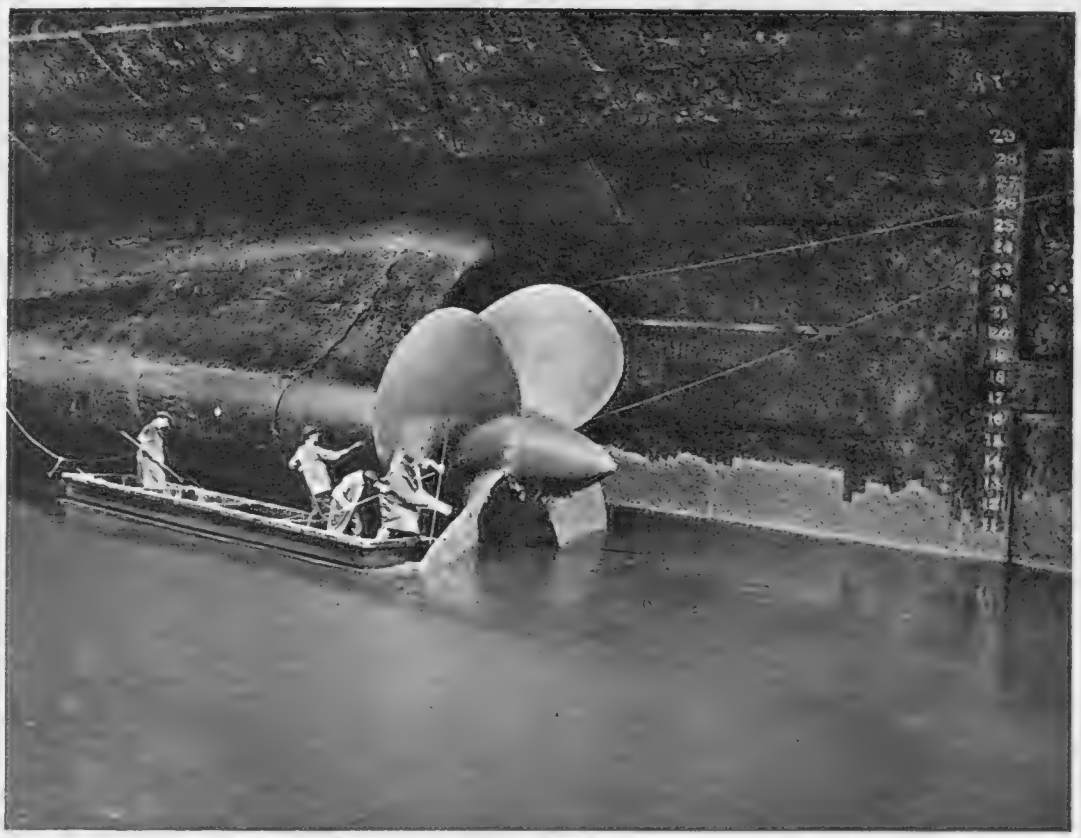
The outbreak of war produced, at first, much the same conditions as in 1914, but the collapse of almost the entire Continent, coupled with the blitz, made things infinitely worse than ever before. Among other things, the overrunning of Norway meant that the Allies would lose the benefit of the great sea-going tonnage of that nation, unless something was done about it immediately. After a meeting lasting seventy minutes at the War Risk Insurance Office, the representatives of Lloyd's and the assurance offices announced that full cover would be immediately given to all Norwegian ships at sea wherever they were and wherever they were going. When Greece and Yugoslavia were overrun, similar arrangements were made for the Greek and Yugoslav merchant fleets.

At that time it was the business of the Ministry of Economic Warfare to do all it could to stop neutral vessels from being used by the Axis. Thanks to the marine insurance market, all unfriendly ship-owners were immediately deprived of the facilities of British insurance.

Looking back on it all, it is remarkable that Lloyd's and the British assurance companies have done so little to tell the public of their really magnificent record during the war. It meant much to the country's morale during the blitz that for policies existing at the outbreak of war, the war risk cover was thrown in free of charge. Again, the life offices made special arrangements on easy terms to facilitate the maintenance of policies held by people who were financially embarrassed for the time being. In a multitude of ways, they co-operated with the various Ministries and Government departments in smoothing out the wartime problems of motor insurance. They handled the insurance of the whole of the voluntary car pool; they arranged for special personal accident schemes for the A.F.S. and A.R.P. services; they granted wide concessions to private owners and business firms whose premises were left unoccupied for considerable periods. They helped to organise the Anglo-American loan of 425,000,000 dollars in 1941, by pledging the shares of their subsidiary companies in the U.S.A., plus the available income from their U.S. branches. They invested £600,000,000 in Government War Issues and placed their administrative machine unreservedly at the disposal of the Board of Trade for the operation of the three major Land Damage schemes, issuing 18,000,000 policies and collecting £300,000,000 worth of premiums on behalf of the Government.

To-day, the world-wide reputation of the British insurance market stands higher than ever before, and in future it will be literally impossible, not just wildly improbable, for any British insurance company to default.

The Assurance Companies' Act, 1946, not only acknowledges the inherent international character of insurance, but provides that any company carrying on general business must maintain additional reserves to the extent of £50,000 or, if greater, 10 per cent. of the net premium from general business in the preceding financial year. This stringent new standard of solvency is one with which each insurance company transacting general business must comply, failing which the company will be deemed legally insolvent and, therefore, liable to be wound up.



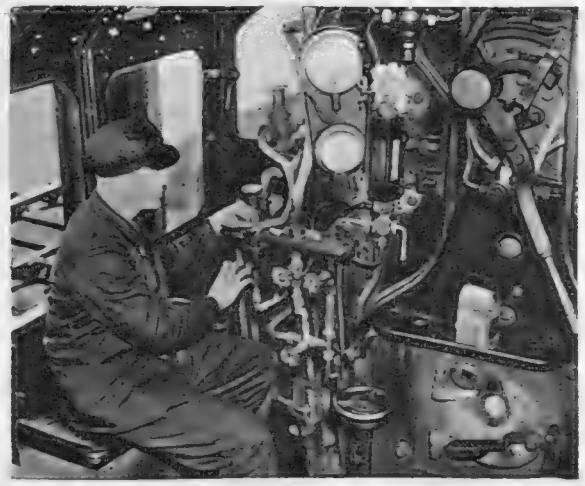
THE RECONDITIONING OF THE "QUEEN ELIZABETH": Men at work cleaning one of the great screws of the Cunard-White Star liner which is now being refitted for service on the North Atlantic. On her decks there is a constant patrol by day and night in order to guard against a possible outbreak of fire. The insurance of such a great vessel inevitably presents a major problem for the owners

NOTHING TO SHOVEL: The Great Western Railway's oil-burning passenger locomotive "Garth Hall" leaving Paddington on a trial run. An overhead view showing the tender which carries sufficient fuel for 250 miles

OIL-BURNING RAILWAY ENGINES

An Important Innovation on the G.W.R.

THE OIL-BURNER READY FOR ACTION: The Great Western Railway Company's "Garth Hall," one of twenty-five express passenger locomotives which are being converted for oil-burning and which will save the country many thousands of tons of coal each year. The conversion of the passenger types follows close on successful experiments with freight locomotives, a number of which have been in action in South Wales drawing mineral trains



JUST A TAP TO TURN! Instead of continuously shovelling coal the stoker of the oil-burning engine now sits at his controls, watches the oil-pressure gauge, and releases fuel oil as and when required

The task of stoking a large passenger engine has always been exacting, demanding immense and sustained physical effort and a high degree of skill. For some time past the Great Western Railway has been experimenting with oil-burning freight locomotives, and as a result of its success in this direction it is now converting twenty-five passenger engines to the new, cleaner and more efficient system. The first of these locomotives is the "Garth Hall," and she is seen in the accompanying pictures on the day of her trial run from Paddington prior to operating on the Paddington to Bristol express service. At various points on the line the G.W.R. is establishing fuel-tanks for the oil-burning engines, and when the first programme of conversions is complete it is hoped that 50,000 tons of coal will be saved every year

THE FIRST OF BRITAIN'S POST-WAR LOCOMOTIVES REACHES CZECHOSLOVAKIA: Czech railway officials taking over a 100-ton engine on arrival at Pilsen, Bohemia. It was built at Newton-le-Willows, Lancashire, and forms part of a consignment of fifteen engines ordered through U.N.R.R.A. The Czech railways suffered considerably during the war, not so much as a result of bombing, but on account of the constant depredations of the Germans, who demanded that the Czechs should hand over a large proportion of their rolling-stock

On right—THE EASTWARD EXTENSION OF THE CENTRAL LONDON LINE: Men engaged in rail-laying near Liverpool Street on the first four miles of new track which will go as far as Stratford and which, it is hoped, will be ready for operation in December of this year. The actual tunnelling necessary for this extension was completed before the war, and the present task consists of the installation of track, signals and other equipment. Before this could be done on the Liverpool Street-Stratford section, however, some 1,600 tons of reinforced concrete had to be removed. It was put in during the war when the tunnels were used as air-raid shelters. The extension of the Central London Line has long been overdue, as for years before the war residents in the Stratford, Ilford and Leytonstone areas had almost daily cause to complain of the inadequacy of the service. The entire eastern extension will be 23 miles, and it will eventually reach Epping

ENJOYING ONE OF LONDON'S LONGEST RUNS: Norman Ginsbury, whose play "The First Gentleman" is now in its second year at the Savoy Theatre. In addition to his historical plays, which have had such a success in London, his adaptation of "Ghosts," "An Enemy of the People," "A Doll's House," and "Peer Gynt" have revealed Mr. Ginsbury as a brilliant interpreter of Ibsen. "A Doll's House," it will be remembered, was presented at the Winter Garden towards the end of last year. Mr. Ginsbury was born in London in 1903, and was educated at the Grocers' Company School and at London University. With the late Winifred Holtby he wrote "Take Back Your Freedom"

SCIENTISTS IN CONCLAVE: Eric Hosking, natural history photographer; James Fisher, ornithologist; Julian Huxley, zoologist; Dudley Stamp, geologist; and John Gilmour, botanist, discussing details of their new series of publications under the title of "The New Naturalist." These nature books aim at interesting the general reader in the wild life of Britain by recapturing the inquiring spirit of the old naturalist. The editors believe that the British public have a natural pride in the native flora and fauna, allied to a genuine concern for their conservation. The latest book in the series is "British Game" (Collins. 16/-) by Brian Vesey-Fitzgerald, editor of "The Field"

"LONDON WILL NOT STARVE SO LONG AS THIS SHIP SAILS": So runs the legend regarding the weather-vane on the spire of St. Michael's Church, Queenhithe

On right—On the spire of St. Michael's Church, Queenhithe, there is a weather-vane in the likeness of a ship in full sail. It has been sailing for 269 years, ever since Christopher Wren put it there in 1677, and there is a legend that London will never starve so long as the weather-vane keeps sailing. A large proportion of the Wren churches in London were damaged during the blitz, but the three-masted barque survived the ordeal, although on many a morning local people who knew the legend looked up a trifle anxiously towards the spire of St. Michael's

NOBLESSE OBLIGE! Dennis Noble, the well-known baritone, kisses the bride, Miss Joyce Sleap, after her marriage to Mr. Michael Cox at Golders Green Church. Mr. Noble is wearing a surplice, which he put on before singing in the church choir during the ceremony. Miss Sleap is well known as a Middlesex hockey player

The SHAFTESBURY HOMES & "ARETHUSA" TRAINING SHIP

Norman was a sad and unsettled boy of 12. He had no mother, his father was an invalid, his grandmother, with whom he lived, was mentally defective and terribly neglectful. He came to one of the Homes under the care of The Shaftesbury Homes and *Arethusa* Training Ship, 164, Shaftesbury Avenue, W.C.2, and he is now a happy carefree boy.

SHORT REVIEWS: A Selection from the Newest Publishers' Lists

TEN THOUSAND men and women, working in more than seventy countries and upon the high seas, maintained the life-lines of British and Allied communications during the war years, and a record of their devoted service, the official war history of Cable and Wireless Ltd., has been compiled by Charles Graves and published under the title of THE THIN RED LINES (Standard Art Book Company. 5s.). It is an enthralling story, and Mr. Graves has welded the highlights of those six years into a book of sustained interest. How the staff of Cable and Wireless played their part in the affair of the *Graf Spee*, the destruction of the Moorgate office in the London blitz, and how the Japanese were bluffed into believing that the vital Cocos station was permanently out of action are tales that make thrilling reading; but more than that, they reflect the devotion to duty of men and women who made no mean contribution to the victory.

SOUGHT BY HOLLYWOOD: Margery Sharp, whose latest novel, "Britannia Mews," has just been published by the house of Collins. Her previous novel, "Cluny Brown," is now showing in London

To-day Anthony Trollope holds an unrivalled place in the affections of the British reading public, and any reprint of his works is at once a best-seller. IS HE POPENJOY? (Oxford University Press. 6s.) is one of Trollope's later books, and in it he works the social vein as he did the vein of clerical life in his earlier books. It is an excellent reprint, and Lord George Germain, with his excessive sense of duty and inadequate sense of humour, and the Dean of Brotherton, a typical Trollope dignitary, are as refreshing to the modern reader as they were in the '70's of the last century, when Trollope's prodigious output astonished the Victorian world.

AUTOBIOGRAPHY 1891-1941 (Chapman and Hall. 12s. 6d.) is the work of Gilbert Thomas, poet, essayist and critic, a writer of wide literary experience. It is rather more than a volume of reminiscences, giving fascinating glimpses of the changing literary scene during half a century.

In THE BOON OF THE ATOM (Faber and Faber. 6s.) George Bankoff, the distinguished surgeon, comes forward as a counsel for the defence, and tells the world a factual story of the vast benefits which atomic and nuclear research have already conferred upon mankind. It is a book that may answer the queries of those who believe that atomic energy is the curse of our age.

In the "Discussions on Art" Series, the latest addition is SPANISH PAINTING (Avalon Press. 8s. 6d.), with thirty-eight plates in colour and monochrome, and text by Philip Hendy, Director of the National Gallery. The colour reproductions are particularly fine, and El Greco's "Agony in the Garden" is reproduced very beautifully.

IN MY FASHION (Peter Davies. 15s.) completes, with *Viewless Winds* and *Beyond the Hill Lies China*, the unconventional life-story of a remarkable man. It is the work of Herbert Moran, the cancer specialist, and deals with his life during the war when, despite his age, he succeeded in re-joining the R.A.M.C.

Two new books for those interested in stage and screen are BRITISH THEATRE, by Peter Noble (British Yearbooks. 21s.), and GRIERSON ON DOCUMENTARY (Collins. 16s.), edited by Forsyth Hardy. The former contains a Who's Who of the British Theatre. The latter is a comprehensive survey of John Grierson's writings, which have done so much to stimulate modern film-makers.

Among the new novels are THE JUG, by Barnaby Brook (Macdonald. 8s. 6d.), the story of an English family through four generations, and HOUSE UNDER MARS, by Norah Hoult (Heinemann 8s. 6d.), a story of London in wartime, which may give one or two old soldiers a clue as to what was happening while they were away.

JOURNEYS IN THE SUN, by Douglas Goldring (Macdonald and Company. 10s.), is a pleasant travel book of no great pretentions, but the arm-chair traveller of these immediate post-war years will inevitably find delight in his descriptions of France, Sardinia, Corsica and the Italian Riviera.

(Vernon Fane is on holiday: his weekly Books feature will be resumed on his return)

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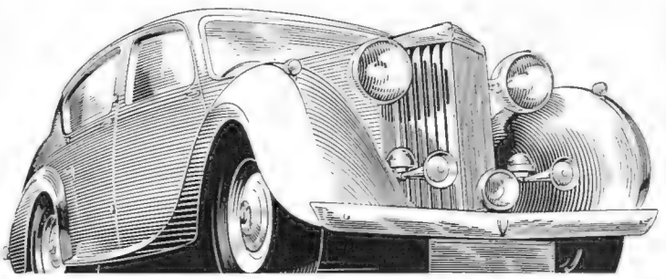

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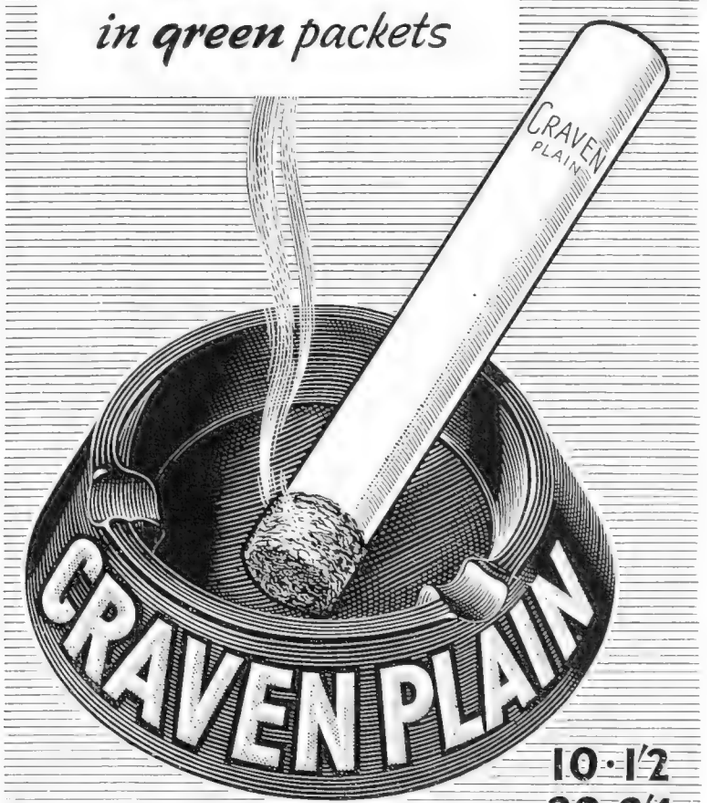

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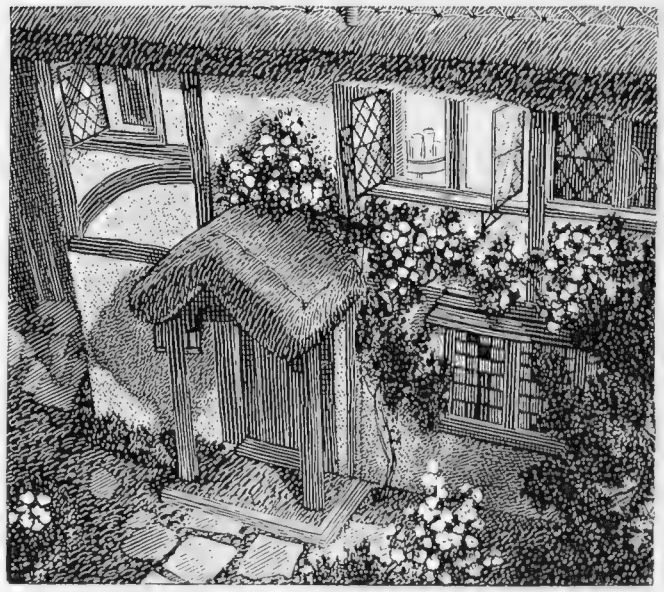

AS EVENING FALLS

After strain, relaxation. After work, some pleasant hours—the laughter of friends, the companionship of books, or the delights of the garden. And when the long day is over—rest. That is nature's order. Wise are those who take thought to rebuild their strength for the morrow. They know that to soothe and gently nourish the tired system, there is a sovereign prescription: Horlicks. A glass at bedtime helps you to relax in a delicious drowsiness—forerunner of the deep, unbroken sleep from which you awake filled with fresh energy.

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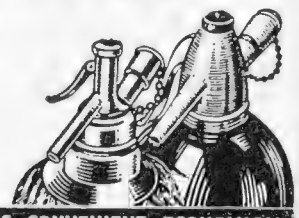

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says OLD HETHERS

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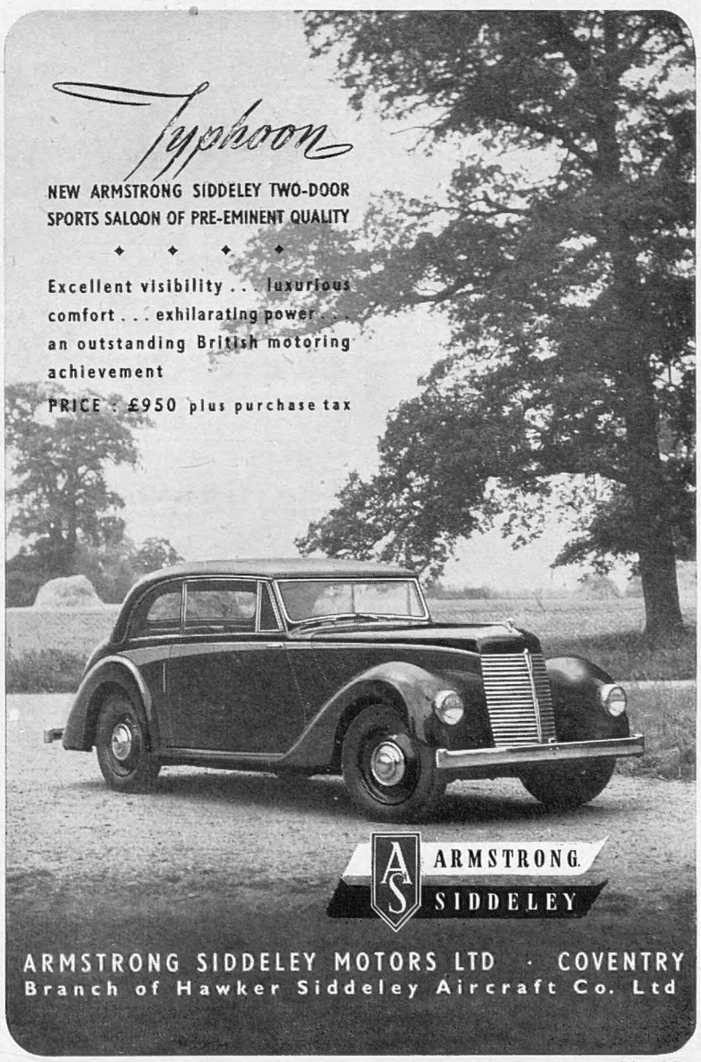

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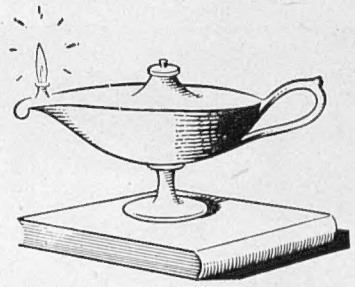

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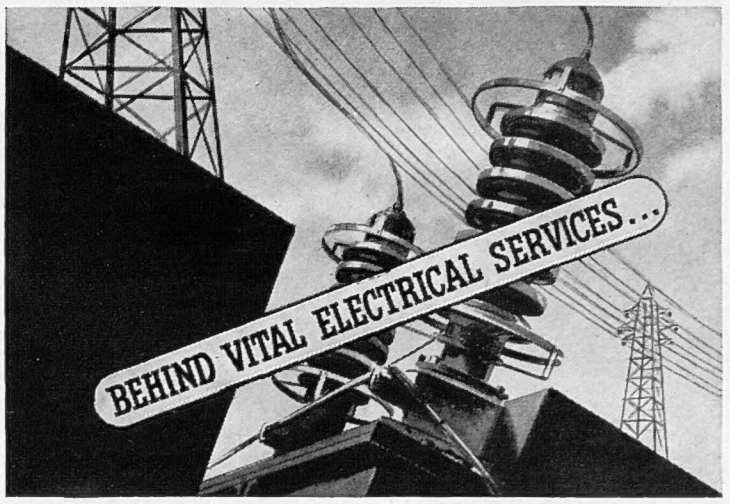

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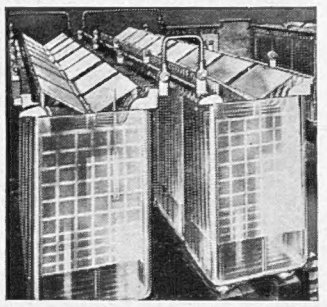

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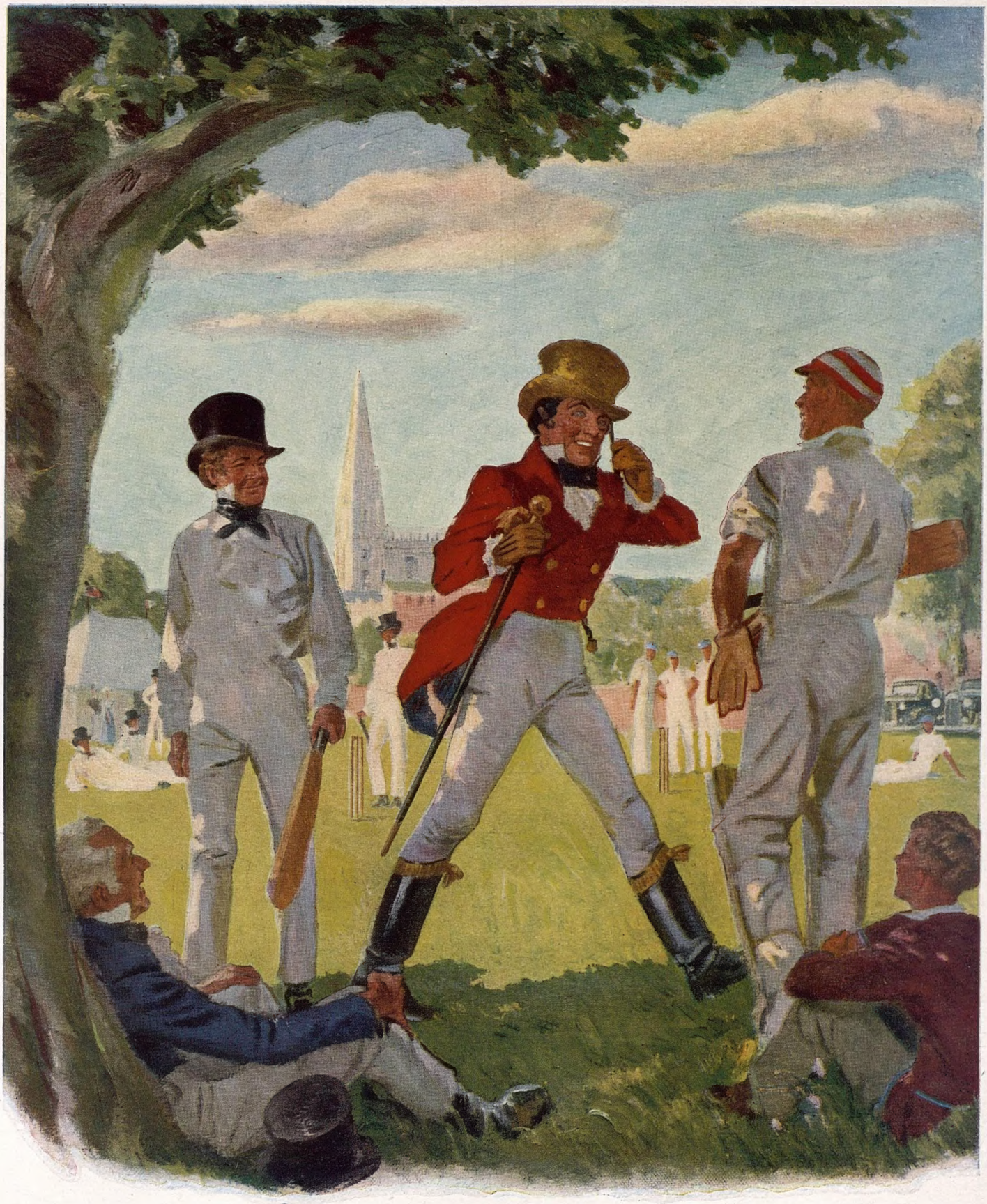

Time Marches On!

My innings, going strong since 1820,
Is in its second century today.
I've seen changes in the game,
But the spirit is the same —
Both on the field and after close of play.

JOHNNIE WALKER

BORN 1820—

STILL GOING STRONG

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